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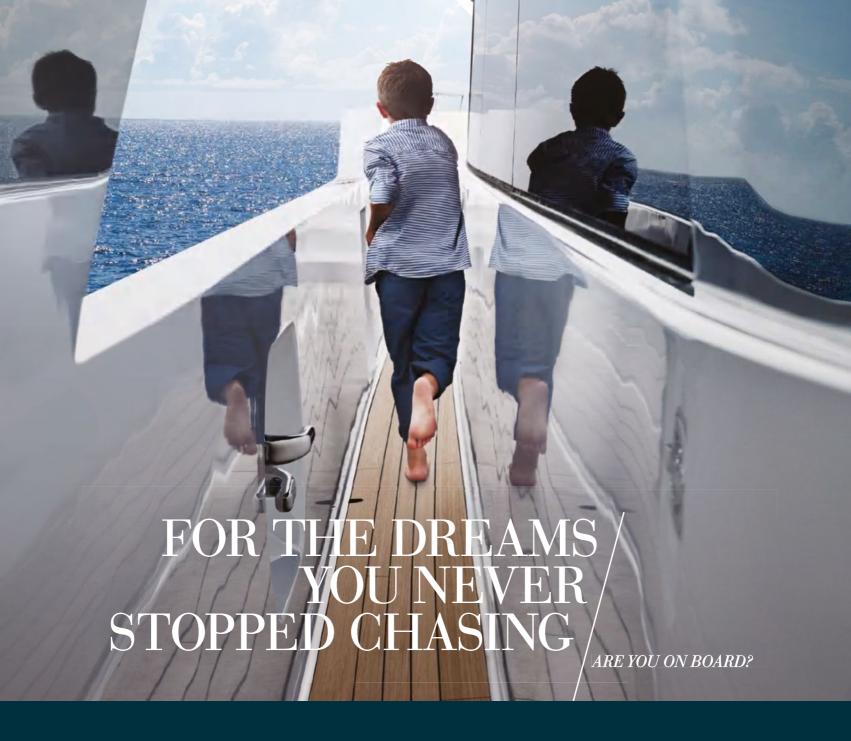


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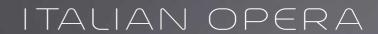
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In this issue





THE ITALIAN ART OF USING
CUTTING-EDGE TECHNOLOGY
AND PAYING ATTENTION
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TO CREATE PURE BEAUTY:
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154-foot *Usher*, photographed by Shaw McCutcheon

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▶ It's hard to believe that this issue marks the first anniversary of our redesign. One of my favorite new additions has been the Owners' Club. Why? Yachts are fantastic machines, but in the end, they are just that. It's the people who inspire them that make them truly special. The yachting community is one like few others, made up of people who share an adventurous spirit and the means to travel the world. Go to almost any marina on earth and you're likely to bump into an old friend or make a new one.

Our Owners' Club is a real community of people who share a passion for the sea. At our first Owners' Club lunch during the Monaco Yacht Show, conversations flowed as freely as the wine. The conversation continues in our pages. In this issue, five owners at destinations ranging from $\mbox{\sc Costa}$ Rica to $\mbox{\sc St}.$ Tropez share what made their visits special, such as the owner of Mondango 3 and his flock of red-footed booby hitchhikers. We also speak to Carlo Traglio, owner of jeweler Vhernier and yacht Ardis II, to find out why he likes his yachts classic and his jewelry contemporary.

What will be the topic of conversation at our inaugural Palm Beach Owners' Club lunch in March, the first of four exciting events planned this year? It depends on you. Go on - as our cover says - and "dive in." Email me for more information at kate.lardy@showboats.com.

Kate Landy











CUSTOM

OVER 145'

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Ron Reeves

▶ Ron Reeves picked up a camera when he was a kid and never put it down. Although the camera has changed, his passion for photography remains the same. He photographs still-life luxury products and his work has graced the pages of Harper's Bazaar, InStyle, Vogue, ForbesLife and now ShowBoats International.

Most unforgettable yachting experience? I was on Forbes' *Highlander* with a small group of editors and advertisers. Cocktails and caviar were being served

on deck when, out of the blue, a helicopter swoops down and lands on the yacht. Doors open and out come Christopher Buckley and Steve Forbes. What an impressive entrance! Why turn to page 52? It is always an adventure shooting images for *ShowBoats*. I never know what subject they are going to throw my way. This time it was BLUE. Eight beauty products in one shot that "glows blue," as they said. "Sure, no problem!" I said. But in my mind, I ran for the hills. On set I hear, "It's not glowing yet! More blue...OK now it's too blue. OK...that's it...that's it... And now the other 20 shots...

Roger Marshall

▶ Roger Marshall sails out of Newport, Rhode Island, and has cruised and raced worldwide at all levels of competition. He designs boats, has built boats, has restored boats and has written 14 design- and boating-related books.

Most memorable moment on the water? Sailing transatlantic in a 105-foot cruising/racing boat, we were about a thousand miles out of Falmouth, the wind was blowing around 35 knots true, boat speed was around 17 knots. We were organizing the crew to take the kite down when the $\frac{7}{8}$ " Dyneema spinnaker halyard snapped. The next day, I went to the masthead and rigged a new halyard. I learned that the weight of two halyards on the bosun's chair was heavier than my 200 pounds, and they had to winch me down the first 40 feet.

Why turn to page 86? Foggy is one of the more remarkable boats I've seen in recent years. The Germán Frers-designed, Frank Gehry-inspired yacht features portlights and fittings so visually unusual that they mark an evolution in yacht design.

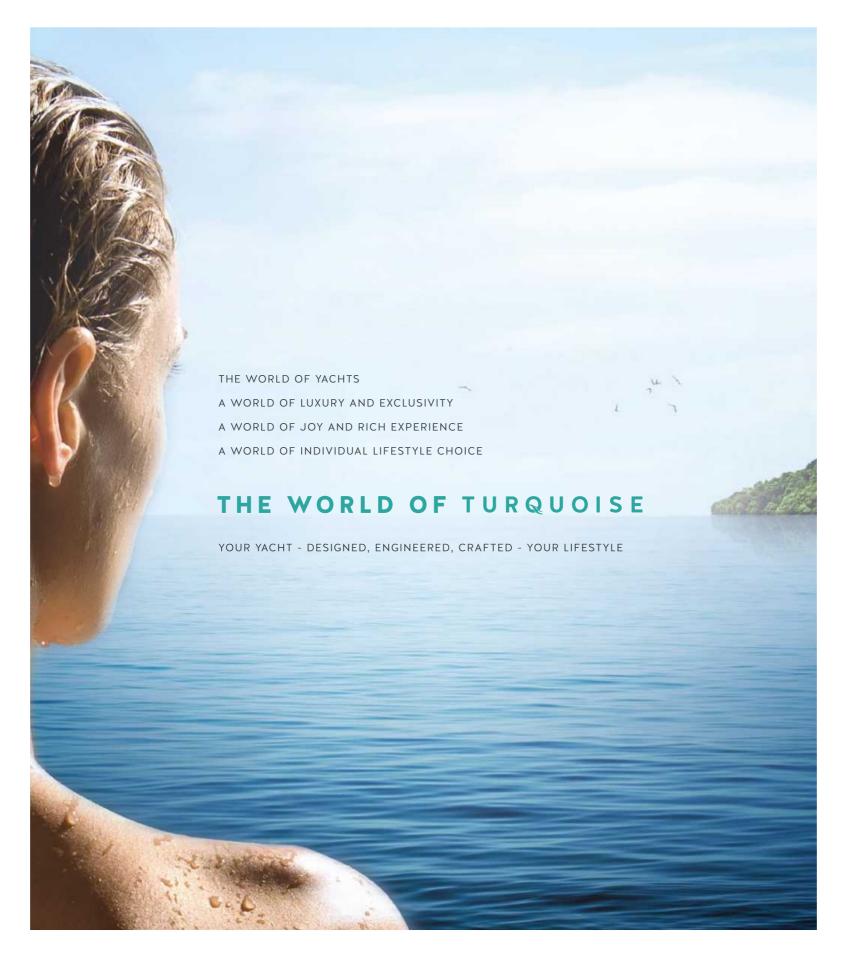




An avid boater, angler and pilot and one of the yacht industry's most respected consultants, *Mark Masciarotte* has been contributing to *ShowBoats International* as an editor and award-winning writer for 20 years.

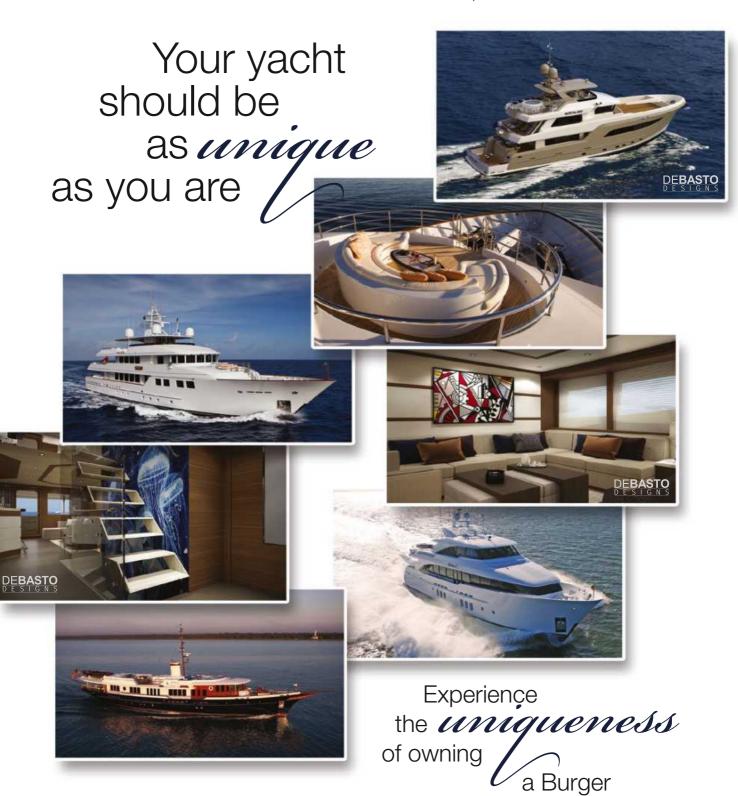
Favorite thing about the ocean? What has always drawn me to the water, on the surface or below, are the unforgettable sights that nature provides, often at moments when you least expect it: hundreds of dolphins that appear in an instant mid-ocean; a whale shark longer than my boat, cruising within arm's reach beneath me. I can't help but go back for more.

Why turn to page 116? Meet Adephagia. Almost every time we embark on a lengthy cruise, she smiles. But the pounds that the scheming goddess of gluttony conspires to pack onto your waist can be obliterated, burned to a crisp. Trust me. We'll show you how. It's as easy as, well, pie.





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ON BOARD

NEWS, COLUMNS, EVENTS, PEOPLE, GEARHEAD & MARKET INTELLIGENCE



This month: Why one yacht owner traded fine wine for Benadryl, how to go domeless and the Miami boat show's new look

The way I sea it

Riding the learning curve of owning a boat has been like surfing a tsunami on a toothpick, says first-time yacht owner *Pamela Ellertson*.

fonly a warning sign — Girl Scouts Only — had been painted on the piece of driftwood resting on the sugary sands of the Abacos cay I explored solo, maybe I would have hesitated before leaping so confidently off the bow of our center console onto its shores.

Leaps of faith, however, defined my first year of yachting. Fortunately, they were tandem jumps with my husband. We bought our first motor yacht after chartering along the Amalfi Coast for two weeks on a *molto bella* Benetti to celebrate our 20th wedding anniversary. With someone else managing the crew, maintaining the ship and ports of call like Capri, what's not to like? At the time of the purchase, our yachting experience could be compared to a couple who, after owning a puppy, think they are ready for a baby.

By the time we motored up to that uninhabited Abacos cay, a little more than a year into our lives as boat owners, we had run through three captain/crew teams,



engines and tested the limits of our Jet Ski's acceleration, hoping to reach our boat that was dragging anchor *before* it drifted into the rocky outcropping in the Exumas. Those were tough boating lessons.

That afternoon in the Abacos, though, I thought those lessons were behind us. My husband, our boys, our captain and I were all optimistic with the warm sun on our faces as we sped through green-blue Bahamian water searching for a spearfishing site. When we motored past a small island with a crescent beach that seemed like an ideal place to find shells, I asked my husband to let me off. He reluctantly agreed, reminding me that it would be at least an hour before they returned. Heedless, I jumped onto the island's dilapidated dock without my cell phone — or a shred of common sense.

For me, independence comes with one caveat: infrastructure. No electricity, phones and plumbing? Forget about it, which apparently I had. In college I went camping. Once. After I saw a mouse silhouetted by the fire, I bunked in a Nissan hatchback for the night. I'm sure this decision alone excludes me from the ranks of the Girl Scouts in perpetuity.

My camping memories were still buried deep in my unconscious about 15 minutes into my Abaco expedition when the sun lowered in the sky. It was so serene, I didn't really care that I was shell-less. Right around this point, however, bug bedlam began with every friend-of-a-flying friend descending on my legs as if they were party central, and every nip they took of my O Negative blood, a free flute of champagne.

Again, the only thing I brought with me from our tender was false confidence. I didn't have insect repellent. At least I had worn a long-sleeve shirt. To protect my legs, I waded into the water up to the hem of my shorts.

"Ha! Take that bugs!" I silently cheered. Then, a few steps later, I saw a stingray with the wingspan the size of a Sub-Zero refrigerator gracefully swimming toward me. If a mouse freaks me out, think what a massive stingray does to my sense of well-being. I sprinted out of the water.

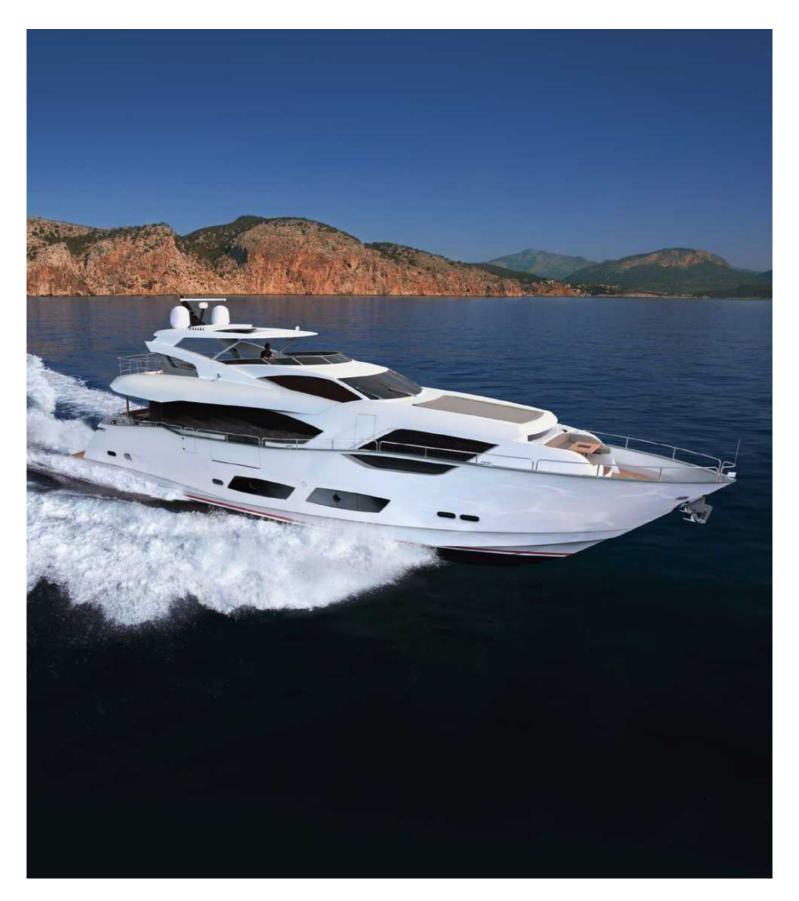
I was being gobbled anew when I spotted a fire pit about 10 feet into the woods. I simultaneously considered smearing ashes over my body while trying to remember how animals handle annoying pests. The image of a horse's tail swishing away flies appeared in my mind's eye, and seconds later, I found a sea fan. Newly armed, I resolved to walk to the end of the crescent beach swatting my legs clean of bugs with every step.

I was sending my family psychic vibes to return early, when it occurred to me that maybe out on the dock, and away from the woods, there would be fewer bugs. It was missing planks and looked barely sturdy enough to handle a toddler's weight, but it did extend about 20 feet into the water. It was worth a shot. As I gingerly made my way along its aged, skeletal frame I saw something move in the water just to my left.

"Seriously?" I asked the heavens when I realized what it was: a shark fin slicing through the shallow water.

Well, it was down to being eaten alive slowly on shore, or pretty quickly if the dock didn't hold. So I sat on the edge of the dock swatting my legs while watching for the reappearance of "the fin." I was itchy and bitchy, having been humbled by a shell-less, buggy island, when my family returned.

So what's the takeaway? I'm really not sure. There's strength in numbers? The bugs clearly had that figured out. Always have Benadryl on the boat? I ended up bartering a gorgeous Cabernet for six pink pills at the resort bar where we docked that night. But even with the really attractive 200 or so welts on my legs, I still had an amazing vacation on our boat. Maybe it's as simple as adopting the Girl Scout's motto: Be prepared! Or, at a minimum, before leaping into the unknown, bring some bug spray.



THE SUNSEEKER 95 YACHT. A WORLD AWAY FROM THE 9-5.





It's easy to forget in the ivory tower of an America's Cup team base that when it comes down to it, even the America's Cup is still just a sailboat race. It's too easy for teams to get caught up in the design race, to believe that the neverending quest for that final edge of boat speed is going to be the thing that makes the difference.

So, why does it matter how you fare in a onedesign series of boats that are smaller and less technologically advanced than the ones you're going to be racing in the Cup proper? It has been interesting to observe the difference in attitude between the teams during this season's Louis Vuitton America's Cup World Series.

Sir Ben Ainslie's team, Land Rover Ben Ainslie Racing, has been on a charm offensive, doing everything they can to endear themselves to the public, the Royal family and, perhaps most importantly, investors both present and future. To keep their public and corporate fans happy, they'd better produce the goods on the racecourse. No results means no money. So Ben and the Brits worked hard and made sure they were ready to roll for the season's start.

The Brits didn't disappoint the huge home crowd of more than 100,000 spectators, winning a tense three-race regatta ahead of Emirates

Team New Zealand and Oracle Team USA. The big question was: What was Artemis Racing — one of the most well-funded teams in the Cup — doing at the back, behind not only the other big guns, but also two start-up teams, SoftBank

Team Japan and Groupama Team France?

To some extent, Artemis Racing had provided the answer even before the Portsmouth event

no glory

Comeback kids Artemis Racing realize that winning IS everything, says *Andy Rice*.

began. For the Swedish team, the priority was not the America's Cup World Series, but focusing on the R&D program with their souped-up test boat back in San Francisco. The results in the ACWS were irrelevant to the bigger picture. When you are a privately funded campaign with the backing of a billionaire, you don't need to worry about wooing corporate sponsors.

What was one of the

most well-funded teams

in the Cup doing at

the back?

Finishing last in
Portsmouth, though, was
embarrassing. It wasn't
much better in front of the
home crowd in Gothenburg,
either. That event began

with Artemis Racing tipping their foiling AC45 over during a hard training session, forcing them to miss both practice races.

At least, come race day, there were signs of the Swedes being able to compete with the big dogs, even if fifth place overall didn't really suggest it. The real turning point came at the third and final event of the season in Bermuda. Artemis was

looking slick and fast in the practice session, and there was a renewed confidence about helmsman Nathan Outteridge and the crew.

Then, in an extraordinary turn of events at the start of race two, Outteridge bore away behind the Japanese to secure a strong position at the leeward end, only to find an umpire boat coming at him from the other direction, with a combined closing speed of 30 knots. "They went right under the trampoline and one of the umpires got stuck under the boat," recalls the Australian skipper.

Fortunately, no one was injured, although the Artemis AC45 was in a sorry state. But time, tide and TV schedules wait for no man, at least no longer than 10 minutes, in which time the Swedes stripped the broken bowsprit and code zero gear off the boat and fixed what they could.

Hardly ideal preparation, but Outteridge went on to nail the start and win the race – and the regatta. It was the perfect redemption story after a torrid season for the Swedes. Overall season victors were

Emirates Team New Zealand, with 24-year-old helmsman Pete Burling looking totally at ease in his new America's Cup surroundings.

The 2016 ACWS season is set to hold events in Oman, New York, Chicago, Portsmouth, Gothenburg and Tokyo. If we learned anything from 2015, it's that the America's Cup World Series matters after all. Just ask Artemis!

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THE LONG LIST

How do the 101 mightiest superyachts in the world measure up? We compare them by length, volume and country of ownership.

* For more about the Top 101, see page 128.

* (#) NUMBER OF BOATS BUILT/DESIGNED IN TOP 101

THE CREATORS OF THE (O): TOP (Os

EXTERIOR DESIGN	INTERIOR DESIGN	YARDS
© 1 Tim Heywood (11) ② 2 Espen Øino (10) ③ 3= Andrew Winch (5) ⑤ 3= Nuvolari Lenard (5) ⑥ 3= Terence Disdale (5) ③ 3= Feadship De Voogt (5) ③ 4 The A Group (4) ⑤ 5= Jon Bannenberg (3) ⑥ 5= Caesar Pinnau (3)	INTERIOR DESIGN ☐ I Terence Disdale (12) ☐ 2 Alberto Pinto (8) ☐ 3 Andrew Winch (7) ☐ 4 Reymond Langton Design (4) ☐ 5= Nuvolari Lenard (3) ☐ 5= H2 Yacht Design (3) ☐ 5= Rémi Tessier (3) ☐ 6= François Zuretti (2) ☐ 6= Donald Starkey (2)	YARDS ① I Lürssen (24) ② 2 Oceanco (13) ③ 3 Feadship (9) ④ 4 Blohm+Voss (8) ④ 5 Abeking & Rasmussen (3) ⑥ 6= Fincantieri (2) ① 6= Peters Werft (2) ⑥ 6= Hellenic (2) ⑥ 6= Helsingor Vaerft (2)
⊕ 5= Kusch Yachts (3)	6= Bannenberg & Rowell (2)	6= Devonport (2)

SAME NUMBER OF PROJECTS

MORE PROJECTS IN TOP 101 VS 2015 FEWER PROJECTS IN TOP 101 VS 2015

Golden Odyssey ssham el Baher Ocean Victory Rising Sun Al Mirqab Katara -

AROUND THE WORLD: WHO OWNS THE TOP 101?



Lady Lara	oenix 2	Nirvana ———————————————————————————————————	con —	pa	 as ————	25	0 gg	Vibrant Curiosity —— 12 Moonlight II ———— 32	Pacific ————— 23 2	Valerie ———— Yalerie	y Adujo	Ace	Savannan	O'Mega	Socret ————————————————————————————————————	Basrah Breeze — 82	Graceful ————————————————————————————————————	Kibo ————————————————————————————————————	Nero 6.68 Bart Roberts 6.	Norge ————————————————————————————————————	 ation ———	Athena ————————————————————————————————————	sus VIII	Hampshire II

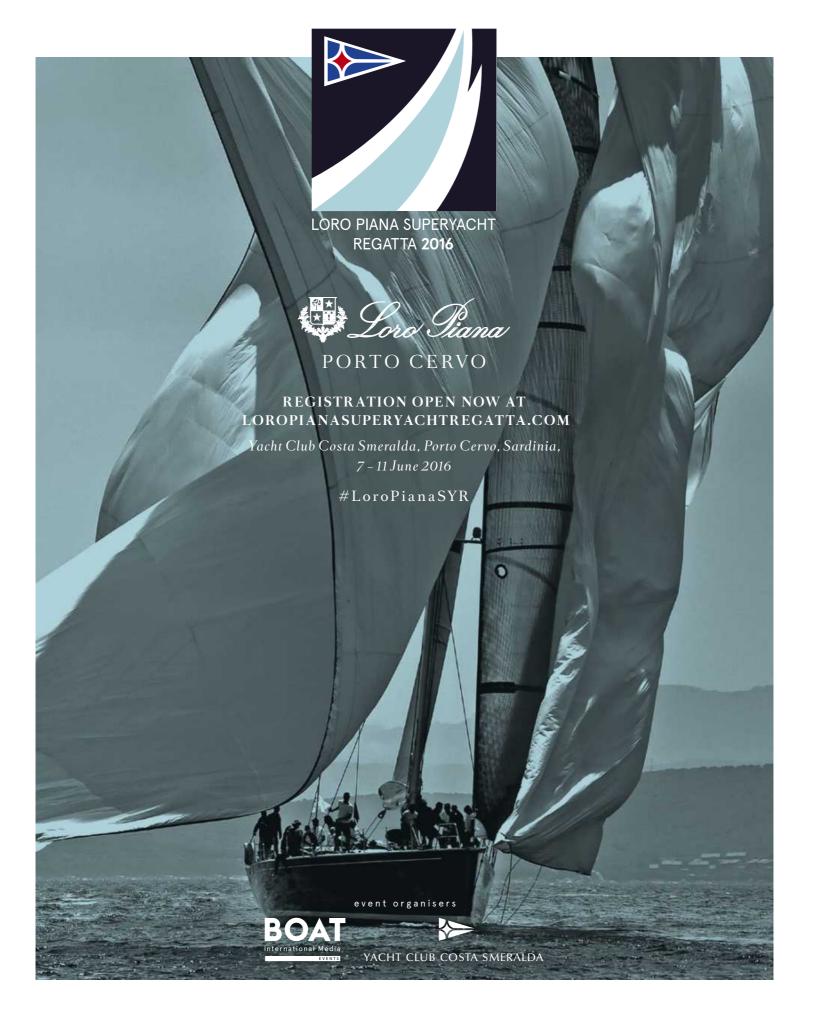
LENGTH: 50M 4,000 GT VOLUME:











BOARD ON





It's impossible to be in Vancouver, British Columbia, and not be tempted to explore the thousands of islands and waterways that line the coast. But this beautiful cruising ground is not always tame and it's best to be prepared. That is why Tim Charles of Crescent Custom Yachts tapped Jonathan Quinn Barnett (JQB) to create this 115-foot Adventure Yacht. Still in the development phase, the boat has five guest cabins, including a huge split-level master suite forward, with room to spare for an outstanding salon/dining room, skylounge, galley and comfortable crew area. The bridge deck has space for a large tender and crane, and one level higher is an enticing sun deck with Jacuzzi and sunpads. Crescent Custom Yachts is launching a JQB-designed 145-foot boat this year. www.crescentyachts.ca

York's ONE°15 marina and new tech for better connectivity and aesthetics.

> Crescent's 115' Adventure Yacht

Feast of Eden

During the annual yacht show on Miami Beach each February, the Eden Roc's lobby bar is a favorite place to mingle. From the time it opened in 1956, the resort created by visionary architect Morris Lapidus became a magnet for the hip and glamorous. Decades after Elizabeth Taylor, Lauren Bacall and Frank Sinatra visited here, Hollywood star power has returned to the Eden Roc.

Academy Award-winner Robert De Niro — who has fond memories of staying at the Eden Roc — along with Chef "Nobu" Matsuhisa and Hollywood producer Meir Teper are bringing their Nobu brand of hospitality to Miami Beach.

The Nobu Hotel at Eden Roc Miami Beach debuts as a hotel within a hotel in fall 2016. Guests of the 350-room Nobu Hotel will enjoy a VIP entrance to its pool and lounge with ocean views matched only by the panorama seen from the 15th-floor penthouse suites.

Nobu's signature restaurant is already open, serving delicately crafted Japanese fusion cuisine to 21^{st} -century scene-setters and stars. www.edenrocmiami.com – Necee Regis







ALL IN THE FAMILY



▶ Early next year, Hatteras Yachts will debut another motor yacht in its family. The new Hatteras 90 Motor Yacht looks a lot like the 100, at least in its open bridge version. (It is also available with an enclosed flybridge.) With propellers set in tunnels, the yacht will draw less than five feet. Just like the 100, the 90's top deck will offer ample room for outdoor recreation. The standard layout calls for four lower-deck staterooms, with a vast owner's suite. www.hatterasyachts.com

Mad for Mediterraneo

Unveiled just a few months ago, Benetti's new Mediterraneo has already found a buyer in the U.S.

The U.S. market and the Americas in general have been very kind to Italian builder Benetti, which has sold at least one of each of the new models in its "Gamma Class" Fast Displacement Class range, the 140, 125 and now the 116-foot Mediterraneo, in this part of the world.

With Hull No. 1 sold, construction has already begun on Hull No. 2. www.benettiyachts.it



\$116,000

Auction price paid in New York for a visit to the House of Krug and a tasting of one of the few remaining 1915 Krug Private Cuvée bottles.



Yachts faster

Why wait when you're only a couple of clicks and hours away from your yacht charter? With Camper & Nicholsons' purchase of Yachtster, last-minute charterers can book crewed yachts up to 40 meters online.



Stainless steel

It may be cool to the touch, but stainless is hot now as accent jewelry outside and inside, as seen here on the elevator aboard Abeking & Rasmussen's extraordinary RoMEA.





Hodgdon

This metallic blue limo tender built at Hodgdon Yachts is very "now" and one of the reasons no doubt that the International Superyacht Society chose CEO Tim Hodgdon as 2015 Business Person of the Year.





SeaWorld responds to public pressure by stopping its orca shows, while in Antibes, France, Marineland reels from bad PR for leaving animals in dirty pools after devastating floods.



Crown-of-thorns starfish Colorful but poisonous, this bad-news starfish has taken a serious bite out of the Great Barrier Reef's corals, and scientists are now on the hunt to destroy them.



Far East markets

LVMH, Prada, Coach and others have closed flagship stores from mainland China to Hong Kong in response to slowing sales, rising rents and an atmosphere of austerity.

Art afloat

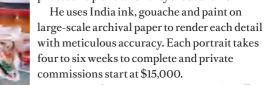


The Queen Mary and British aircraft carrier HMS Illustrious are some of the latest portraits painted by Scott Houston McBee.

McBee was born in a landlocked town in northern California but has always loved all things nautical. Now a successful marine portrait artist working in New York, he appeals to people who share his passion for detail and authenticity.

"The common bond I have with my clients is a shared sense of nostalgia and romance of the sea and the lifestyle that accompanies it," says McBee, who's painted everything from battleships to private yachts for enthusiasts as far away as Singapore. "They are always happy to participate in sharing their collections,

photos and plans when they are available."



www.scottmcbee.com - Harriet Mays Powell

ON THE REBOUND

Things are finally settling at Christensen Yachts after several months of transition and a bankruptcy court ruling in July 2015. Henry Luken, who previously owned 50 percent of the Vancouver, Washington, yard along with David Christensen is



now the yard's sole owner. The yard has re-opened and construction has resumed on four yachts. Two are slated to launch this year: 155-foot Silver Lining and 160-foot Chasseur. www.christensenyachts.com

Moonen had to suspend operations for a few months after a sudden drop in steel prices put its then-primary investor, Mexico's largest steel manufacturer, in a difficult financial situation. Now, Moonen has attracted an additional investor and resumed construction of the first yacht in its newly designed Caribbean range. The hull and superstructure of the 99-foot Matica were assembled in November. The yard is also



working on two refits. In early stages of construction is the next installment in the Caribbean range, a 121-foot yacht called Martinique, currently looking for a new owner. www.moonen.com

34,000

That's the number of nautical miles that extreme sailor Norbert Sedlacek plans to do nonstop and solo on a 60-footer.





TOUCHED, I'M SURE



▶ Haptic Lab is an independent design studio based in Brooklyn, New York, that makes objects designed to be touched. Founder Emily Fischer is a textile artist who loves exploring all boundaries, including the relationship between earth and sky. The design studio's signature "coastal quilts" are made by hand in New York and serve

as documents of the changing coastal landscape. They are "modern heirlooms



- Harriet Mays Powell

Marina developer in a New York state of mind

A new port of call with Manhattan as its backdrop, ONE°15 Brooklyn Marina opens this spring. Its 102 slips will be a welcome addition in an area where only around 1,600 slips have been available.

Located between piers 4 and 5 in Brooklyn Bridge Park, it has a superb location, right across from Manhattan and South Street Seaport, and will welcome boats ranging from 16 feet to 250 feet.

The marina's majority owner, the SUTL Group from Singapore, worked with local representatives to make the marina a palatable addition to the landscape. A sailing club and a school that will teach youngsters how to sail and kayak will appeal to its neighbors, and its translucent decking is designed to support a local prey-fish rehabilitation program. www.one15brooklynmarina.com



ON BOARD

Happy 30th to:

Jarrett Bay Boatworks

North Carolina builder Jarrett Bay

Boatworks welcomes this birthday with two of its largest custom sportfishers to date, 84-foot *Blank Check* and a 90-footer. The demands for speed and technology are increasing with size, too. The new flagship-to-be (pictured) adds carbon fiber to the more conventional cold-molded mix.



Pershing

Pershing, and with it a style of boating that doesn't seem to be wavering. Fulvio De Simoni, long associated with the fast, stylish boats, recently penned the new flagship, 140 feet of pure, unaltered hull appeal. The first Pershing to be built all in aluminum, she should reach 38 knots.



Winch Designs

A lot has been going on in the past three decades, including diversification. The newly rebranded Winch Designs does yachts, of course (see, for instance, *Madame Gu*) but also residential work, jets and other eye-popping flying objects. You may recall the Halo Airship from the March 2015 issue of *ShowBoats*.



SPANISH BEAUTIES

When El Cazador, a Spanish brigantine on her way to New Orleans from Veracruz, Mexico, sank in the Gulf of Mexico in 1784, her cargo — 450,000 silver coins — seemed lost forever, a catastrophic loss that led Spain to relinquish its hold on Louisiana.

In 1993, a few coins retrieved from a fisherman's net tipped off treasure hunters. They discovered the shipwreck a mere 50 miles from the Louisiana coast. Fast forward a couple decades, and some of these coins are now available as iewels.

Rachel Eshkol, a jewelry artist fond of archeology, has created unique pieces showcasing the coins, set in 18-karat gold and gems. They are available exclusively through IK Yacht Design's showroom. From \$9,000. www.ikyacht.com



Nouveau Boating



▶ People are looking to simplify — get on their boat, possibly right behind their house, and go. No fuss. Small crew. Broker Thom Conboy, who represents Heesen Yachts in the Americas, calls this trend "Nouveau Boating." Working with Hot Lab Yacht & Design, a dynamic design firm from Milan, Heesen conceived project Nina, a 125-foot raised pilothouse layout, to appeal to people boating primarily on the U.S. East Coast. Nina has a small draft for ready access to the Bahamas, up to five cabins, including an on-deck full-beam master suite, and a top speed of 22 to 23 knots. www.heesenyachts.com



MARK YOUR CALENDARS

ShowBoats Design Awards February 22

► The arduous task of selecting finalists for the ShowBoats Design Awards is behind us and the playing field was narrowed to 38 outstanding yachts among the rich crop of new vessels launched last year. Many of the finalists are represented in several of the nine categories that cover a diverse field of sailing and motor yachts below and above 500 gross tons, interior and exterior design. Also up for grabs is the award for best tender design among 12 finalists. A panel of 16 judges, which includes experts from the nautical and automotive worlds, will choose the winners. The prize-giving happens in conjunction with the Superyacht Design Symposium, which returns to charming Kitzbühel for the third consecutive year. The Symposium includes exciting sessions about design and a fun social program that culminates with the Ski Cup. Tickets to the ShowBoats Design Awards Prize Giving and Celebration Party are included in the Superyacht Design Symposium 2016 delegate package. To view the finalists or for more information, visit www.showboats designawards.com.









Loro Piana Caribbean Superyacht Regatta & Rendezvous March 9 to 12

▶ The 91-foot Nautor's Swan *Odin*, 138-foot Vitters *Bella Ragazza* and 82-foot Oyster *Pandemonium* have recently joined the superyachts vying for trophies during three days of superb racing in Virgin Gorda, B.V.I. For the taking is the newly introduced "Loro Piana Champions Trophy," which will recognize the overall winner of both the B.V.I. Loro Piana regatta and the June 2016 race in Porto Cervo, Sardinia. Register online at *loropianacaribbeansuperyachtregatta.com*.



Superyacht Rendezvous Montenegro July 7 to 9

▶ The Rendezvous returns to Montenegro this summer after its successful debut last July. The event welcomes both motor and sailing yachts from 98 feet and up. Don't miss out on three days of fun, sailing and cruise-in-company in the magnificent Bay of Kotor, plus an elegant sunset party to be held at the exclusive Porto Montenegro Yacht Club. Online registration is now open. Visit superyachtrendezvous.com.



The future is flat

New technology in satellite communication may be the dome's doomsday scenario.

hen Ben Franklin said there are only two certainties in life: death and taxes, he did not know about smart phones or live streaming. Another thing we can't (or won't) escape nowadays is constant connectivity.

Even at sea, we have become as dependent on consistent data as potable, running water. On a yacht, a reliable stream often comes at the expense of aesthetics. That huge satellite dome towering overhead serves as a constant reminder to bow down to the master called connectivity.

One of the biggest conundrums in the world of superyacht satellite communications has been how to make these essential eyesores look good as concealing these domes hasn't been possible — until now. Kymeta, a Seattle-based startup backed by the likes of Bill Gates, is looking to reshape the world of communication, quite literally, with its flat-panel antennas.

Nathan Kundtz, who earned his Ph.D. in physics at Duke, is the CEO of Kymeta. He has opened up a sky full of possibilities with his innovative use of metamaterials and "mTenna" technology. In Kymeta's flatpanel antennas, electromagnetic material technology uses a holographic approach to electronically "acquire, steer and lock a beam" on satellites — no moving parts necessary. It all happens seamlessly using software.

The panels have a footprint of a little over 27 inches wide and they are as flat as the day is long. Just-readied prototypes are only one-and-a-half inches thick. In case you're dubious that these skinny guys can pack a punch, don't be — download speed is up to 180MB per second and upload is 40MB per second.

"That's unheard of in the superyacht industry," says Hakan Olsson, Kymeta's vice president of Maritime. And if that doesn't cut it for you, two panels can be combined to double those numbers. "If there's one thing that's never going to stop, it's that desire for high volumes, so we want to future-proof the system."

One of the great advantages of these antennas is that they are far lighter than anything else currently available. The weight savings are especially great for the sailing set — compare a 22-pound (excluding power amp and enclosure) Kymeta flat-panel antenna to some of the current standard antennas that add around 300 pounds aloft.

While the panels' circular shape is fixed, their placement is not, and recessing them into the superstructure is a very attractive possibility for yards, owners and designers alike.

"Half of my time is spent trying to figure out how to handle satellite domes and radars — all those things that stick up out of the





superstructure of the boat," says naval architect Ron Holland. "If you can conceal them like that, that's a real advantage."

The problem? Everyone wants it now. Kymeta aims to have partner Intellian come up with marine-grade antennas by this spring and to have a working antenna on a yacht by the upcoming Monaco Yacht Show. If all goes according to schedule, it would make the antenna commercially available by 2017.

The future could see these antennas integrated into glass or offered in portable versions. Kymeta's sister company is working to bring similar technology to radars.

Thinner, lighter and more powerful satellite comms? Magic, indeed. $www. \, kymetacorp.com-Risa\, Merl$



THANKS TO FOXY

The Charter Yacht Brokers Association (CYBA) recently honored a man who many credit for keeping the small island of Jost Van Dyke in the British Virgin Islands high on the list of Caribbean destinations for charter (and private) yachts. If you've ever been there, you already know who this is: storyteller, bar owner, musician and member of the Order of the British Empire (an honor Queen Elizabeth II bestowed upon him in 2009 for his contributions to tourism and his philanthropic endeavors) Philicianno "Foxy" Callwood. Foxy's Tamarind Bar is not much to look at, but its beach-side, barefoot location at the northeast corner of the island's aptly named Great Harbour has attracted people from all over the world for 40 years. Foxy's business empire has grown way beyond these coconut palm-shaded shallow shoals, but even at the age of 77, he remains a congenial, welcoming ambassador to his native island. And so it is that "Foxy" joins the CYBA Hall of Fame.

Form follows function



Nard Setzer developed this 164-foot yacht as part of the Vestal series for Admiral and the Italian Sea Group. Ward conceived the displacement yacht to be easy to charter and operate. Numerous skylights emphasize sky and sea views. A logical layout unfolds from a central foyer with stairs and an elevator accessing four guest cabins below and the master suite on the main deck. Tender storage is in the bow area, while the stern is dedicated to a multiple-use beach cabana. Powered by twin Caterpillar engines, this steel and aluminum yacht is designed to cruise at 13 to 15 knots and reach a top speed of 18 knots. www.setzerdesign.com, www.theitalianseagroup.com

Fantasy is alive and well with these handmade crystal goblets by the two American glass virtuosos behind Vetro Vero. Mix and match or add gold leaf details. Custom orders are available for sets of up to 96 glasses serving 24. www.vetrovero.com



Spotlight ► New to the market



Vicky € 62.5 million

► Vicky, the 238-foot flagship of Turquoise Yachts, delivered in 2012, has been listed for sale by Fraser Yachts. The yacht's interior, designed by H2 Yacht Design, accommodates 12 guests in six staterooms, including a full-beam master suite on the bridge deck. The remaining guest cabins are forward on the main deck.



Admiral E Motion 52 Hybrid €24.9 million

▶ To be built in aluminum alloy by the Italian Sea Group and featuring exterior styling by Dobroserdov Design and naval architecture by Vripack, the 169-foot Admiral E Motion 52 Hybrid motor yacht will be RINA classed and MCA compliant. Delivery is 19 months from signature of contract. She is listed for sale by Burgess.



Papi Du Papi \$24 million

▶ Built in steel and aluminum by Italian yard ISA Yachts to a design by Andrea Vallicelli, the 164-foot motor yacht Papi Du Papi was delivered in 2012. A large, open interior by designer Francesco Paszkowski accommodates 12 guests in six cabins including a main-deck master suite. She is for sale through Camper & Nicholsons.



Apogee \$39.95 million

▶ Codecasa built the 205-foot motor yacht Apogee in steel and aluminum in 2003. Lloyd's-classed and MCA-compliant, Apogee had a refit in 2009 that refreshed her Franco and Anna Della Role interior, which offers extraordinarily flexible accommodations and sleeps up to 18 guests. Merle Wood & Associates has her listed for sale.



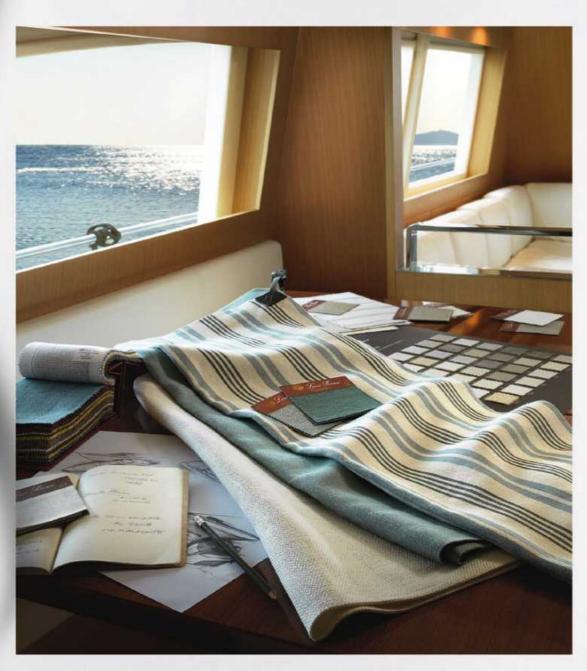
Intuition II

▶ The 196-foot expedition yacht Intuition II has been listed for sale by Luke Brown Yachts. Built in steel by Dutch yard Amels, she was delivered in 1974 as Spica, one of three pilot cutters built for the Netherlands Pilotage Authority. In 1997, Vosper Thornycroft replaced all systems and she emerged a year later as a superyacht.



The Loro Piana Interiors collection offers a wide variety of fabrics and textures to decorate the interiors of boats and seaside homes. They include cottons and exclusive blends of the finest linen and cashmere, ideal for marine environments. These fabrics meld top raw materials and the versatility of endless combinations to create personalised atmospheres with perfectly coordinated colours and patterns.





"LORO PIANA INTERIORS"

www.loropiana.com



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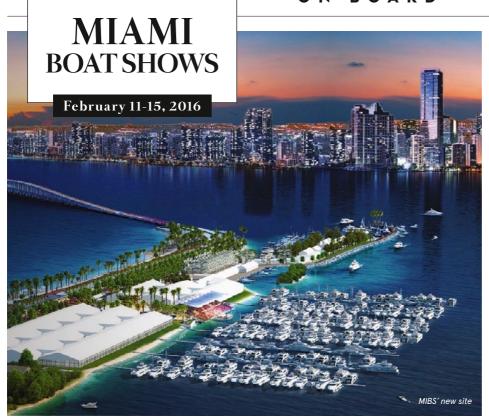


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ON BOARD



SEA OF CHANGE

It's a tale of two boat shows that continues to evolve. For many years, two organizations have worked in symbiosis to produce a city-wide event most everyone only knows as the "Miami boat show." In truth, there have always been two events: the Miami International Boat Show (MIBS), organized by the National Marine Manufacturers Association, and the Yacht & Brokerage Show, the Florida Yacht Brokers Association's main annual event.

To boat lovers, though, it didn't matter. All they knew was that Miami on President's Day weekend meant a boat fest. One could board a bus on Collins Avenue and zip down to the Miami Beach Convention Center, then over to Sea Isle Marina or Strictly Sail, the sailboat show at Bayside Marketplace.

This year, though, things will be very different, indeed.

Miami International Boat Show

New construction imminent at the convention center forced MIBS, now in its 75th year, to look for an alternate location.

The organizers met with a group of concerned citizens, including Miami's homegrown pop star Gloria Estefan and husband Emilio, who were trying to bring back a much-loved and long-abandoned landmark. Nothing new comes easy and the show had to contend with vigorous push back from various interest groups as they planned for a temporary marina at this new location. But all's well that ends well.

Fast forward after months of wrangling and so it is that the show's new primary site is the refreshed Miami Marine Stadium Park & Basin off Rickenbacker Causeway. There will be around 1,200 new boats on display here (everything from center consoles to yachts less than 90 feet), including 400 in water. The Miamarina at Bayside, home of Strictly Sail Miami, will continue to be sailboat-central with around 150 boats on display plus marine products.

Both locations require tickets for anyone ages 16 and older (\$35 per person for opening day, and \$20 per person per day any other day; multiple-day passes are also available for \$85 per person).

MIBS & Strictly Sail are open 10 a.m. to 6 p.m. daily, with extended hours to 8 p.m. at Miami Marine Stadium Feb. 12 to 14. www.miamiboatshow.com

Yachts Miami Beach

The show formerly known as the Yacht and Brokerage Show has rebranded as Yachts Miami Beach and has expanded, too.

Looking for the bigger yachts? This is the show for you. The main show site on Collins Avenue will display yachts up to around 170 feet, with the new boats concentrated along the southernmost five blocks and brokerage yachts on the northern end. In addition, a new site — the recently inaugurated Island Gardens Deep Harbour Marina on Watson Island (below) — will host up to 20 even bigger superyachts. Also added this year is a taxi service along the Indian Creek Waterway to help people negotiate the long showcase encompassing about 10 blocks on Collins Avenue. And a shuttle and car service for VIPs will be available from Collins Avenue to Island Gardens Marina. No tickets are required for either location. Yachts Miami Beach is open 10 a.m. to 7 p.m. daily, except on Feb. 15, when the show closes at 5 p.m. www.showmanagement.com



ON BOARD





MANGUSTA 94

One of the new-generation Mangusta yachts, with redesigned flybridge, bigger windows and updated technology, this express cruiser remains true to the stylish brand. Yet inside, each is unique.



MAZARIN 72

Built in China to a German design, the Mazarin prides itself in its seakeeping abilities. This sleek and narrow hull accommodates four cabins, including an inviting master suite. It cruises at a swift 24 knots and tops out at 33 knots.



RIVA 88 DOMINO SUPER

Note the word "super" in this reprisal of a muchloved Riva coupe from Mauro Micheli, who's applied his special touch to the new model. She is as fast as she looks, with top speeds of 38 or 40 knots, depending on engine options.



FERRETTI 700

Many options, from power to layout for three or four cabins, are available on the newest flybridge yacht from Ferretti. All have in common a great sense of style, superb space for the length (nearly 71 feet LOA) and a sporty, automotive feel.



RIVA 76 PERSEO

Super-sleek and light-filled — surprise — this new Riva has a flybridge. A galley below and up to three cabins, including a full-beam master suite, offer optimal comfort. Powered with two MAN engines, she cruises in the mid-30s and top speed is 37 knots.



OCEAN ALEXANDER 70

This Taiwanese builder is certainly bucking the trend in choosing to build this new model in the U.S., the first of a series of composite yachts to emerge from the yard on Florida's Space Coast. This yacht has a smaller footprint but big ideas.

All boats exhibited at Yachts Miami Beach, unless otherwise indicated. Yacht attendance is subject to change.

ON BOARD



PRINCESS S65

Eye-catching and elegant, the new Princess has a plethora of appeal with an inviting open plan, four cabins (including three en suite), top speed in the high 30s and a tender garage for an 11-foot RIB.



NUMARINE 60 FLY

This 60-footer (Hull No. 3, as two were sold and delivered before it could be shown) has innovative styling, three cabins and a top speed of 35 knots. Part of the space-savings comes from the yacht's Volvo Penta IPS power plant.



AZIMUT MAGELLANO 66

Meant to go places, this attractive mid-range cruiser has what Azimut calls a "dual mode" hull, meaning it's comfortable at 10 or 22 knots. Range is around 900 nautical miles, and the Cor D. Rover-designed interior invites longer stays aboard.



OMEGA 6.8

This is an excellent prototype for a new series of electric day boats with traditional wooden looks made in the U.S. Expect to be surprised. This beauty reaches a top speed in the upper 30s. Exhibited at the Marine Stadium.



AZIMUT FLYBRIDGE 66

This is the quintessential Azimut style, sporty and fast. But this 66 comes from the new generation of flybridge yachts with bigger windows, more space than ever on the top deck and a layout adapted to regional boating preferences.



BERTRAM 35

Bertram returns after its recent sale to the Gavio Group with a 35-footer designed by Michael Peters and built at Lyman Morse. The inspiration is the original and now-legendary Bertram 31.





Blue-hulled beauties

• Northern Star

Start spreading the hues. Lürssen's 248-footer is the blue star of the sea



Blush

• Blue Ice
The hull of this 150-foot Palmer

Johnson makes true blue look oh-so cool.

We can't get the blue by you! The gorgeous hull on the 154-foot Sunseeker will simply make you blush.



Sunrays

Sail in the lapis of luxury aboard this 281-foot Oceanco and watch the sun's rays reflect off her stunning blue hull.



• Mary-Jean II

What's old is blue again for the 202-foot ISA Yachts boat. Her hull was repainted in her recent refit – but remained blue.



when it comes to standout blue hulls.

BOAT LIFE

STYLE, DRINKS, INTERIORS, BEAUTY, SPEED AND WATCHES



This month: Blue (like the sea!) is the cool hue for spring: blue-faced watches, peacocking cars, menswear trends and Curação cocktails

V

The story behind the picture



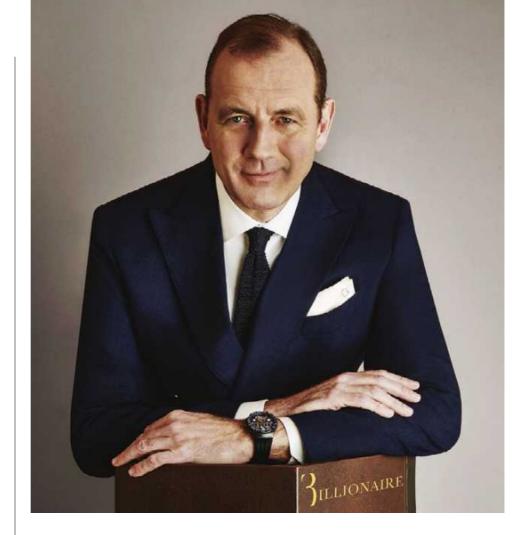
t was known as the Legendary Trade of the 1920s: "My island for your boat," Carl Fisher said in a proposition to William K. Vanderbilt II (above). The island? Fisher's namesake – just seven acres of it. The boat? Vanderbilt's 250-foot steam yacht, Eagle. A deal so simple, yet one that would shape an area of Miami to become one of the wealthiest zip codes in the United States.

American entrepreneur Carl Fisher founded Miami Beach sometime around 1910. As a developer, he saw the potential for building up real estate on the marshy area, so later that decade, he purchased 200 acres from Dana A. Dorsey, South Florida's first African-American millionaire. That land became known as Fisher Island.

Enter William K. Vanderbilt II, great-grandson of railroad and shipping magnate Cornelius Vanderbilt and heir to the family fortune. A frequent visitor to South Florida, "Willie K.," as he was known, was an avid and skilled yachtsman. He'd owned many boats over time, including the aforementioned *Eagle* and even circumnavigated the globe twice, once aboard his 213-foot diesel yacht *Ara*, and just two short years later on *Alva*, a custom-built 264-foot boat named after his beloved mother.

The "legendary" deal was reportedly made over drinks, and within a few years of the trade, Willie K. built a \$1.5 million winter home on the island, complete with swimming pools, tennis courts, a hangar for his seaplane and a dock for *Alva*.

After Vanderbilt's death in 1944, his widow sold the property to a U.S. steel heir. The estate changed ownership several times before the 1970s, when Fisher Island was developed into a resort area. Today, the island is a quiet playground — accessible only by yacht or ferry — for the rich and, often, famous, including Oprah Winfrey, Julia Roberts and Mel Brooks, who have all owned homes there.



Meet the king of bling

Billionaire Couture creates flamboyant fashion for high-octane lives. *Peter Howarth* meets Michael Ködel at the design helm.

t might sound like a fashion oxymoron to have an erudite, quiet German designing for an intentionally flamboyant Italian brand, but that is exactly what's happened at Billionaire Couture, and it's a marriage made in heaven. Last February, Michael Ködel became Billionaire Couture's creative director after a successful career at Ermenegildo Zegna's couture division.

Billionaire Couture, established in 2005, is the brainchild of the colorful entrepreneur Flavio Briatore, whose name is best known for his association with the high-octane world of Formula One. Briatore's desire to have a distinctive wardrobe suited to his lifestyle

has given rise to what is perhaps the most unashamedly aspirational label in the world. The name is purposefully provocative and meant to exude the

The gold thread used is designed not to set off airport security scanners.

pinnacle of luxury and glamour.

Trying to get to the root of what Billionaire Couture is all about requires a trip to the Milanese headquarters and a drink with Ködel, himself. Once he starts explaining the Billionaire Couture ethos as he sees it, it's obvious there is a rigorous amount of R&D and sheer quality behind the bling. In many ways, it brings to mind the comparable duality at the heart of F1 — the up-front, flashy glamour of the paddock circus along with the science that goes into developing the machines on which this is built.

Take the jeans in the collection. There are more than 45 designs per season, many featuring elaborate embroidery, including

some with the ornate Billionaire Couture house crest. Ködel explains that the gold thread used has been developed so it won't set off the scanners at airport security, because that would inconvenience

BOAT LIFE

his frequent – and high-flying – customers.

Ködel is full of such insights into the requirements of the men he is designing for. How they want to look unique and feel special; how the product has to be made in a way that's highly functional for the client — "perhaps there isn't just one pocket inside because they might have more than one mobile;" how they want to travel with less weight. Briatore apparently says that "luxury is to be comfortable in what you wear." He's keen to stress that although the style is casual, it is still impeccable.

This knowledge, it transpires, comes from old-fashioned customer feedback. Briatore and his friends provide the first level of response. Ködel and his team "speak to the customers on the phone, like in the old days." Billionaire Couture deals in such small quantities that the emphasis is on individuality for a specific clientele, not global-brand world domination.

"I really worked on invisible details," says Ködel. "The true luxury is that you can put in loads of details other brands can't. We can afford to do all the production in Italy, with

Everything says

"I'm different,"

in a swash-

buckling, gutsy,

hedonistic way.

beautiful craftsmanship. I want to see the customers come back happy because they recognize a unique feeling."

At Billionaire Couture you don't find ordinary pieces. Everything says "I'm different," in a swashbuckling, gutsy,

hedonistic way. The wardrobe is awash with patterns, distinctive materials, embroidery, colors; a house speciality is what Ködel calls a "twinset" — a jacket and shirt in a matching pattern. And there are seasonal motifs. It's a falcon for this spring/summer's collection. "It's a powerful animal that fits with our customer because they're also hunters, hunting for power, for lifestyle," explains Ködel.

There is a humor here, although, not of the self-effacing, eccentric kind, it is more of a playboy type — an attitude born of confidence and of being able to live life at a different pitch to others. One part of the spring/summer 2016 collection was inspired by F1 racing teams, a play on 1960s team-colored blousons. "Instead of the stripes, I took very fine leather applications and then put our crest in them," explains Ködel. "Our customers like sports cars, so I wanted to give them a well-dressed look for using their (cars) on the weekend. Our customers have a lot of free time, because only they decide when and how they work."

Luxury gymwear is a popular part of the



Left: designs for spring/summer 2016. Below: the Billionaire Couture house crest sewn in "security-safe" gold thread



collection and Riviera style was another inspiration. "I took some of the ideas from the '70s — when people loved to go out, disco dancing, the international jet set,"

he says. The man who Ködel had in mind? The late shipping tycoon Aristotle Onassis.

"I studied how Onassis dressed. I went to Naples and met some old tailors who made his clothes. They told me how they had cut his clothes; the shoulders were different.... He was not a tall man, but always dressed importantly. I decided I wanted to do a new interpretation of this style."

It seems what Ködel loves is how Onassis would be the best-dressed man in the room, but also the most relaxed-looking. "Look how he is finely dressed but the only one who sits casually," he says, showing me a photograph.

"I wanted this comfort, so I made a lot of things in jersey — a blazer with a shoulder that has no construction inside," he enthuses. "And this is to become one of the brand's iconic pieces."

This piece encapsulates the brand's identity. The Billionaire Couture customer can wear whatever he wants, wherever he wants. He doesn't have to dress up for work or to look conventional. He is unconventional. All he asks of his wardrobe is that it feels comfortable. And looks different. \blacksquare

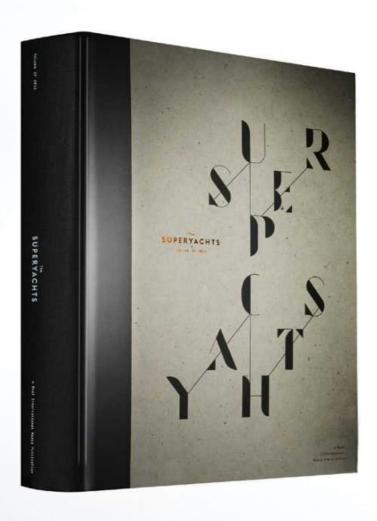


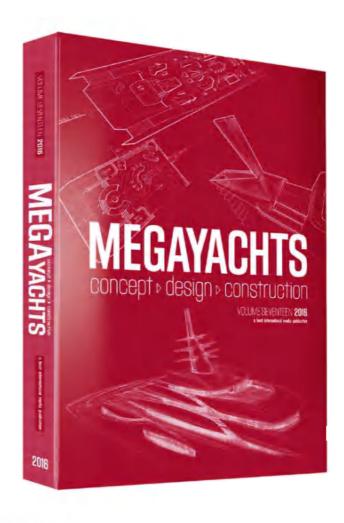






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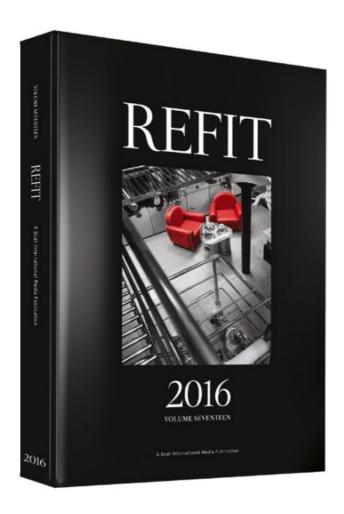
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Reds, whites and blues

Malachy Duffy shares recipes for Blue Curação cocktails as refreshing as an ocean breeze.

he appeal of tropical concoctions often lies as much in their eye-catching allure as their potency. Trader Vic's signature mai tai, with its hues evocative of a Hawaiian sunset, comes swiftly to mind. But for pure visual punch nothing beats a blue cocktail.

Although they may vary widely in intensity and hue, these have one common ingredient: Blue Curação. Developed in the 19th century on the Caribbean island of Curação, the liqueur takes its predominant flavor from the dried peel of a citrus fruit, the laraha. This evolved from the sweet Valencia orange trees imported by Spanish explorers. Not able to thrive in the dry climate and the arid soil, the Valencia became the smaller, bitter laraha. But the peel proved to be distinctly aromatic, which led to the rise of Curação liqueur. (This is naturally clear; how the blue colorant came to be added is unknown.)

With the surging interest in cocktails, Blue Curação, once relegated to the dusty recesses of most bars, has sprung up as a popular ingredient with cocktail craftsmen. Here are recipes I've gathered from distin-

guished bars around the world.

One of my favorite resorts in the Caribbean is Malliouhana in Anguilla. Their signature cocktail is light, refreshing and resembles the stunning waters that the resort overlooks.

Malliouhana Sea

6 fresh mint leaves

½ oz. fresh-squeezed lime juice ½ oz. Blue Curação

1 oz. white Mount Gay Rum

3 ½ oz. prosecco

Dash floral bitters

Dash simple syrup (combine

equal parts of sugar and water

over gentle heat)

Place five of the fresh mint leaves and lime juice in a shaker glass and muddle well. Fill shaker with ice, then add rum, Blue Curação, floral bitters and simple syrup. Shake well. Pour in a highball glass and top off with prosecco. Garnish with a fresh mint leaf.

While Nantucket is hardly a tropical island, its ties to the sea are intimate and timeless. Nantucket is home to some of the country's top resorts, including the White Elephant, whose Brant Point Grill is a favorite dining spot. Here is one of its year-round popular drinks.

The Wave Cocktail

1½ oz. Captain Morgan Spiced Rum 1½ oz. fresh-made sour mix 34 oz. Blue Curação

(equal measures of fresh lemon. lime and simple syrup)

Add all ingredients to a cocktail shaker. Add a dusting of cinnamon sugar to the rim of a martini glass, pour the drink into the glass and garnish with a twist of orange.

Hawaii's Big Island is home to one of my favorite places in the entire world – the Mauna Kea Beach Hotel. This drink was specially created for ShowBoats International by the hotel's Director of Restaurants and Special Events, Raymond Kanehailua.

HOW TO SPEND \$1,000 AND GO BLUE



Three cases of Senior Curação of Curação Blue. Said to be the original Curação, this is made on the Caribbean island itself. \$1,007, astorwine.com

Five cases of Hpnotiq liqueur. A sky-hued liqueur that was created in New



Six bottles of Johnnie Walker Blue Label. This is the pinnacle of the Johnnie Walker portfolio. The main component is the very smooth single malt Royal Lochnagar, to which a dash of peaty Islay single malt is added. \$1,014, calvertwoodley.com



Two cases of Ocean Vodka (1-liter bottles). This smooth spirit has a unique provenance: It is made from organic sugar cane on the island of Maui, the only such product in the world. \$1,008, crossroadswines.com

Mauna Kea Blue Skies

2 sprigs tarragon

2 thinly sliced lemon wheels

¾ oz. Blue Curação

1 oz. Perrier

34 oz. Bombay

Sapphire East gin

34 oz. St-Germain elderflower liqueur

34 oz. fresh lemon juice

Muddle tarragon sprigs and lemon

slices in a Collins glass. Add gin, Blue Curação, St-Germain, Iemon

juice and Perrier. Stir to combine. Serve over ice.

Crystal-blue persuasion

The venerable Irish firm Waterford is branching out from its more traditional crystal wares. The Mixology Argon Blue decanter has a sleek shape and melds blue and clear crystal. \$375, waterford.com





BOAT LIFE



It's a hard life

he most challenging thing about the latest generation of laser-cut couture stone and shell is that you can't use too much of it. Its very uniqueness defies bookmatching and, besides, such brilliance and patterning would make any space look distractingly psychedelic if over-employed.

It's best used to punctuate low-key interiors with high drama. And what is the nature of this drama? For stone slabs, it's a story of volcanic eruptions, molten lava, cascading glaciers followed by tranquility. For shells, it's intense parasitic attacks followed by a slow, but steady buildup of protective nacre.

How ironic that these slabs now appear so peaceful, laid out on their honeycomb substrates having endured so much for so long. For these exquisite stones and shells it's been a hard life.



UNDERWATER TREASURE

Petrified (aka fossilized) wood can lay claim to a special position in the cosmic order: an organic/inorganic hybrid, a metamorphosis of tree into rock. Somewhere in South Africa millions of years ago, a flood pulled this tree trunk underwater. Sediment sealed off the air, thus protecting it from those pesky parasites and rot. Inorganic matter then slowly seeped in and replaced the organic. \$865 per square meter for this Black Petrified Wood slab, divyagemstonex.com

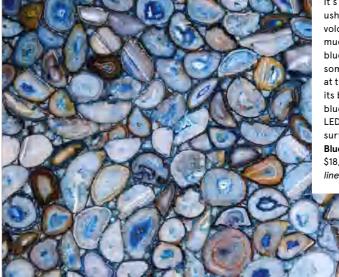
MARMI-GO-ROUND

Who cuts and fabricates and installs those magnificent miles of marble on the biggest yachts and ships? The innovative Marmi Vrech company gets credit for many of them, including two of the world's largest recently launched yachts, 492-foot Saffron from Cantieri Mariotti in Genova, Italy, and the 351-foot explorer Ulysses from Kleven in Norway, not to mention cruise ship lines Cunard, Carnival, Queen Elizabeth, to name a few. Be sure to ask them about their non-slip marble flooring technology. marmivrech.it/en



SERENITY NOW

It's ironic that molten lava ushering from exploding volcanoes now contains so much serenity in the form of blue agate. This slab looks like something you'd find snorkeling at the bottom of a pool. Due to its brilliance and translucency, blue agate lends itself well to LED backlighting adorning a bar surface or a foyer wall perhaps. Blue Agate: approximately \$18,000 per slab, cumar.com/linea-couture



ROMANCING THE STONE

From slabs to sculpture — marble meets 3D.
With its green and grays and white crosscurrents, **Ledmore marble** from Scotland is like the North Sea itself. This slab comes from the UK-based company Lapicida, which has long been associated with restoring the stones of UK castles. But the firm is also onto something very cutting edge. Its 3D scanner and 5-Axis CNC Shaping Mill technology enable Lapicida to scan and recreate any object at virtually any size and in any stone. \$115 per square foot, *lapicida.com*





BUG OFF!

Just as a boat hull has to protect itself from parasites, mollusks do, too. Hence, they secrete a composite of organic/inorganic coating on the inside of their shells called nacre, or mother of pearl. The iridescence comes from the fact that the tough little platelets that make up nacre match up with the visible spectrum. They can also be tinted, like in this **Black Mother of Pearl** slab. Slabs are approximately 96 by 48 inches and \$310 per square foot. abcworldwidestone.com



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Into the blue

Harriet Mays Powell suggests a palette of products that will leave you feeling blue – in a good way.

he coolest of colors, blue seems reliable and tranquil, no doubt due to its association with the sea and sky. Here is a roundup of men's and women's products destined to calm the troubled waters:

Anthony's Blue Sea Kelp Body Scrub is a deep-cleaning, exfoliating product for men that can be used on all skin types. Sea salt eliminates rough patches, while sea kelp and aloe vera nourish and soothe the skin. Nutmeg and vitamin C help tone and protect. (\$28, anthony.com)

From origins in a small factory in 1916, **Acqua di Parma** rose to become a symbol of Italian chic, with Cary
Grant and Audrey Hepburn among its many famous
admirers. The men's eau de toilette *Blu Mediterraneo Bergamotto di Calabria* is crisp and refreshing,
combining Calabrian bergamot with red ginger and
cedar. (\$147, available at Barneys and *barneys.com*)

The men's skincare line, *Blu Mediterraneo Italian Resort*, uses Sicilian pine bark as its key ingredient. A natural antioxidant, it stimulates cellular regeneration to firm the skin and reduce fine lines. The Revitalizing Face Serum uses this special elixir in a double concentration. Apply one or two drops, morning and night, before moisturizing. (\$141, available at Barneys and *barneys.com*)

The blue-eyed beauty trend continues unabated into



spring 2016. Runway looks from Chanel and Missoni to Marc Jacobs relied on this '90s favorite. **Urban Decay**'s "Dive Bar" eyeshadow provides an intense pigment in a velvety texture that applies easily and is long-lasting. (\$19, urbandecay.com)

Circa, a recently launched cosmetics line from actress Eva Mendes, has a liquid eyeliner in "Blue Topaz," which adds just right amount of glitter and has a shiny finish. (\$10, circabeauty.com)

M-A-C's "Midnight Ocean" is a high-gloss nail polish in a deep, rich blue. The formula is long-lasting and chip-resistant. (\$12, maccosmetics.com)

M-A-C's "Waveline" is a smudge-proof gel eyeliner in navy blue that works with a delicate gold undertone to create a soft glowing line. (\$16.50, maccosmetics.com)

Ralph Lauren's Blue eau de toilette is a lush floral musk scent with notes of peony and May rose. The bottle's original design makes this scent a standout on any vanity. (\$62, Ralph Lauren.com)

As good as gold

Gold has been used by many cultures for its supposed healing properties. The Egyptians ingested gold for mental and physical purification. Cleopatra was rumored to have slept with a gold mask on her face every night to enhance her complexion. In ancient Rome gold salves were used to treat a variety of skin problems. Fast forward, and this month saw the launch of La Prairie's Cellular Radiance Perfecting Fluid Pure Gold, which uses a combination of pure gold, golden reflecting agents and an anti-aging peptide made with golden lotus flowers from Asia. This lightweight cream produces a luminous surface. while simultaneously working beneath the skin to improve texture and eliminate wrinkles The golden peptide is said to help boost collagen growth. \$525, www.laprairie.com



Nailed it

This winter, don't get the blues; wear them on your nails. Favorite of fashion and beauty editors and A-list celebrities, mega-manicurist Deborah Lippmann's line of uniquely colored nail lacquers will lift any mood. \$20, DeborahLippmann.com



"Mermaid's Eyes"
This shimmering cerulean has specks of glitter that catch the light and appear to float off the nail.



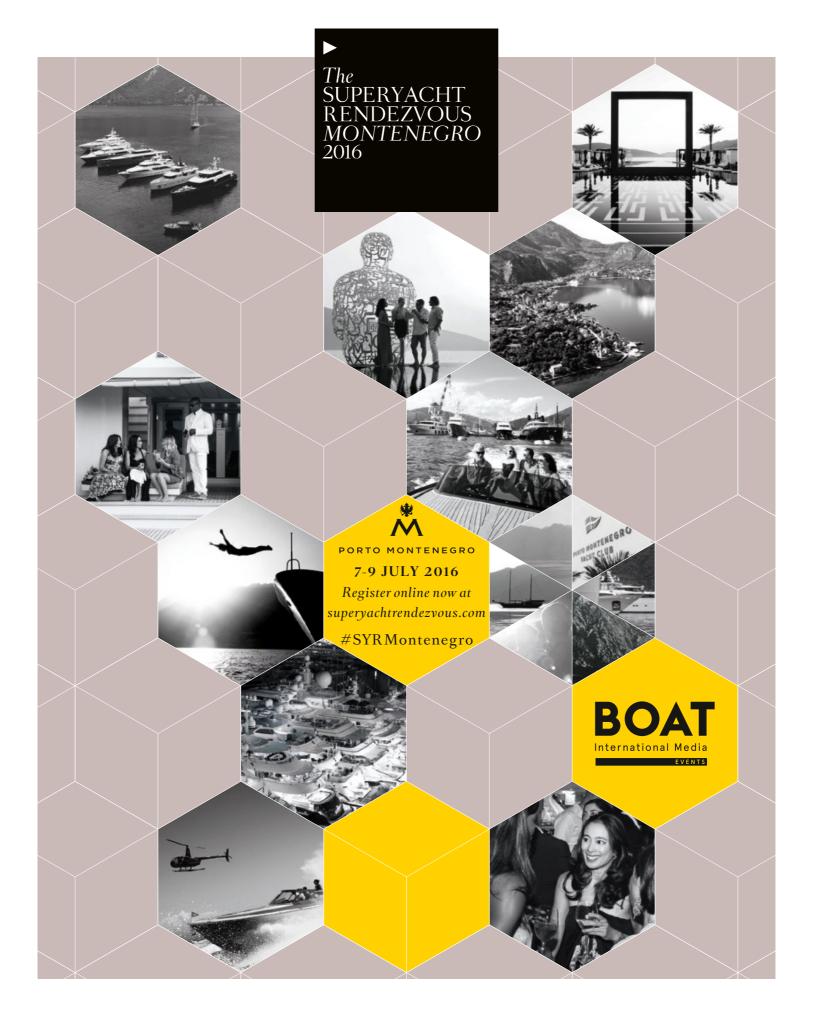
"Across the Universe"

A sheer navy base holds bright blue and green metallic holographic glitter — perfect for nights under the stars.



"Xanadu"

Bright turquoise shimmers with a lavender undertone to give an ethereal effect.





Jamie

Dornar

ton sweater, \$1,995

Choose your hues

Men's Style

Bally leather

Michael Kors linen blazer, \$395

Hermès silk pocket square, \$145. Craft Atlantic shorts, \$165 bag, \$1,795

Step away from navy, suggests *Mark Grischke*. Try the brazen blues of the spring collections.

et's face it — basic blue, whether navy or oxford, is menswear's default setting. Most guys look good in it as it flatters a range of skin tones and works with other staples, like white, pink, gray or tan.

Classic blues are reliable — and a tad predictable. You might even say dull.

Designers in the 1990s solved this by pushing the monochromatic

look, whereby related shades of navy (for example) were layered in one outfit: suit, shirt, tie. Then, about 10 years ago, menswear designers gave the color wheel a sharp turn and started

using blues with unusual names and more aggressive stances: cobalt, peacock, lapis, cerulean. These "new" shades of blue made some men uncomfortable — instead of functioning quietly in a guy's wardrobe, they had the opposite effect of standing out. And while they offered men's fashion a momentary flurry of excitement, they never took hold. Navy — and other "safe" blues — always maintained the upper hand.

Now, the fashion cycle has shifted gears again, and designers are offering plenty of options. Spring collections feature a range of blue hues, of varying intensities, combined with white, red, tan, green and yellow. More significantly, there are gorgeous examples of how best to throw blue's cautious nature to the wind at great menswear labels like Hermès, Corneliani and Berluti, where artistic director Alessandro Sartori sent men down the runway wearing "mismatched" blues, to great effect.

Of course, most runway shows are exaggerated statements – the average man won't necessarily want to copy these looks line by line. But the main headline is clear. If you like blue (and if you've got blue eyes or dark hair, you should), this is your season. Tradition no longer rules. If you've always worn navy, fine, but why not try

azure or aqua, too?
Blue is still – and
forever – true, but
these days you're
much more free to
choose your hues.





Athletic Propulsion Labs (APL) turns patented technology into cool gym gear. \$140, www.athleticpropulsionlabs.com



➤ One of the season's hottest shades of blue meets one of Italy's coolest luxury brands, Kiton. \$1,693, www.kiton.it



Just what you'd expect from Hermès: a classic sneaker, raised to new levels of perfection. \$830, www.hermes.com



➤ Louis Leeman takes streetwear upscale — way upscale — with chic zippers, buckles and studs. \$780, www.louisleeman.com



► For luxurious sneakers with wit and charm, Christian Louboutin is a connoisseur's first choice. \$945, www.christianlouboutin.com



Mckenzie Santiago and Alfredo Ortiz, creators of Brooklyn Grooming, are mavens with a mission. They launched the brand in 2012 with one goal in mind: combining Santiago's beauty-business savvy with Ortiz's well-honed design sensibility to create a unique, all-natural line of useful products for this generation's growing army of style-conscious men. To date, all of their products are still made by hand in Brooklyn, New York (Santiago herself whips up most batches), using only organic ingredients without synthetics or chemical preservatives. We particularly love the Anchor line, which includes an aftershave tonic and a beard oil (right): Its cedar-and-blood orange fragrance refreshes, while natural oils keep skin moisturized. This year, the duo will expand into overall body care, but they plan to move slowly. "We love what we do," says Ortiz. "And that means always maintaining the integrity of Brooklyn Grooming." www.brooklyngrooming.com



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Driving into the wild blue yonder

Leaning away from the monochromatic, lux automakers are presenting their new models with a burst of blue, says *Brett Berk*.



rom the perspective of automotive color choice, we're living in the Fog Era. Statistics reveal that nearly 75 percent of the world's new cars are painted black, white, silver or gray.

But the overcast skies might soon clear, especially among high-end marques.

"Blue is only about five percent of the luxury market right now," says Jane Harrington-Durst, manager of color and styling for PPG, one of the world's

largest producers of automotive finishes. But her color studies have revealed a cobalt confluence. At recent auto shows, upscale brands like Audi, BMW, Cadillac, Porsche, Volvo, Maserati and Rolls-Royce have all unveiled forthcoming models and concepts in various shades of blue.

"I do think it's significant," Harrington-Durst says of this prescient peacocking. "It's an opportunity to get a lot of press on a color, maybe to get some thoughts out there about what's coming in the future."

Some manufacturers are already giving a nod to navy. "Our most popular exterior paint currently is called Dark Sapphire," says Cathy Bass, senior designer for color and trim at venerable British ultra-lux carmaker Bentley.

What makes this gem-tone right for Bentleys? Versatility.

"It's very elegant. But you can make it look more masculine or feminine depending on the other combinations you put in," Bass says. It can thus be paired with leathers, woods, carpets

or accent trim to make a car appear sportier, more businesslike, more regal or funkier.

At its heart, blue is an innately safe choice. "Blue is very synonymous with something loyal and stable – think 'true blue,'"
Harrington-Durst says.

But blue also represents the future. "If you look at the way things are advertised that are better for the environment, blue is used a

lot," says Harrington-Durst, noting the presence of sky blue in the logo and trim for BMW's new electric cars, the i3 and i8.

And blue is the color of the glow of our screens. "Bright blue, with a white in it, certainly does reflect technology," says Bentley's Bass.

Blue is also surging in

home décor. But don't expect luxury automakers to follow interior design trends [see sidebar].

"There's quite a thing for the 1970s right now in contemporary furniture," Bass says. "But'70s colors are so contaminated with brown. The blues are more sort of dirty, like somebody's mixed the wrong paintbrush in the pot. That's not necessarily where we'll go."

Radiant on the inside



Home décor may be heading toward sullied blues, but car interiors are looking to the infinite cerulean skies. Increased commuting times have caused luxury automakers to double down on the in-car experience, creating proliferating amenities that offer drivers and passengers unique pleasures, particularly visual ones. Innovative, color-adjustable indirect LED systems light the cabin with a soft blue glow. New high-tech LCD dashboards illuminate with a technical bluish hue. But Bentley takes the blue-iced cake with its new "Hidden Delights" option. This feature ensconces a burst of vibrant leather inside bins and compartments: a jewelry box in which the box becomes the jewel. Foremost among these colors is a Klein Blue, a vivid chromatic shade so intense, that it resembles condensed sapphire juice.







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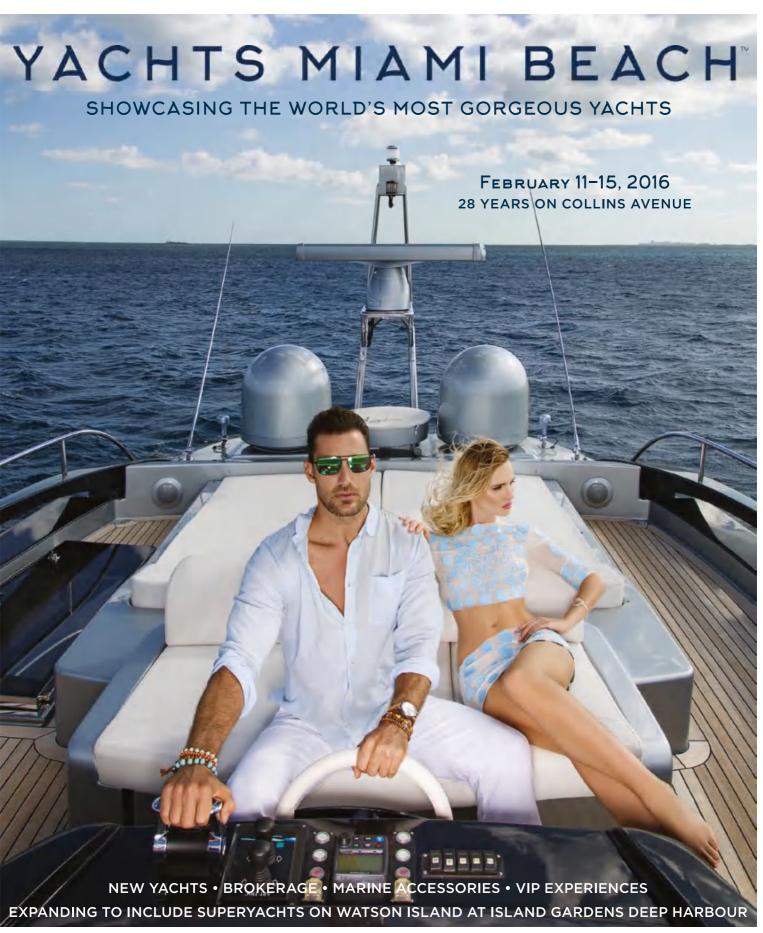






















Blue-dialed timepieces are the latest trend in a sea of watch colors, says Jon Alain Guzik.

face

Blue in the face

ake a gander into your watch box and what do you notice? A sea of black dials, perhaps a white dial or two and maybe, if you collect vintage, a brown- or a yellow-dialed model from the '60s or '70s. That said, if you're reading this, your love of boats and everything marine must run as vast and deep as the Mariana Trench, so why not extend a love of blue waters into your wrist game?

"Blue isn't simply blue — there are many shades ranging from gentle sky blue, indigo and teal to dark midnight blue. Almost no other color comes in so many facets and shades," says Ulrike Kranz of Glashütte Original, the purveyors of one of my favorite blue-dialed watches, the sumptuous

Seventies Chronograph Panorama Date. This stainless steel watch, powered by an inhouse Calibre 37-02 movement, with an unusual 40 x 40mm square TV dial case, is sexy and daring and everything to love in a sports watch.

For something a little more outré, you can do no wrong with Bovet 1822's 19Thirty Collection. We like model NTS0001, which borrows the

numbers and hands from Bovet's "easel" chronometer and features Bovet's signature 42mm Fleurier case, with its distinctive crown and bow at 12 o'clock. You can choose from Arabic, Roman or Chinese numerals on the gorgeous center-stacked blue dials.

Personally, I think one should look as rakish in the water as on deck, and the new **Tudor Pelagos Blue**

dive watch fits the bill nicely.

Tudor, like its sister brand
Rolex, makes real "tool"
watches that are built to
last. The 42mm Pelagos is
the first model in the Tudor
lineup to feature its own
in-house movement —
the self-winding, 70hour power reserve,
COSC-certified MT5612.
The blue dial offsets the
matte titanium case nicely.
This luxurious dive watch
is a real step forward for the

is a real step forward for the brand, which has recently been reintroduced in the United States.

Next time you're off the Amalfi Coast, maybe your

watch will match the Tyrrhenian Sea.

Top: Glashütte Original Seventies Chronograph Panorama Date with stainless steel bracelet: \$16,400 Bottom center: Bovet 1822 19Thirty Collection model NTS0001: \$19,300 Bottom left: Tudor Pelagos Blue: \$4,400

Horological humidor

David Pasciuto and Stéphane
Nazzal — the founders of
Imperiali Genève — had a
simple ambition when it came
to their one million Swiss
franc (\$1,048,000) Emperador
humidor: "To conceive the
inconceivable, to achieve
the unachievable...."



The Emperador is truly an objet d'art and has as many high-tech features and gizmos as a Pershing. It is crafted from 2,675 components, 33 microprocessors, took two years to design and required more than 18,000 man hours to assemble. The Emperador, of course, has a laser-leveling cigar cutter, an electronically controlled table lighter, an ashtray with a proximity sensor that automatically opens when a cigar is approaching and, for the horologically minded, a hand-wound tourbillon that sits front and center on the Emperador's lid. This exquisite cigar chest is available in a limited edition of 12 pieces annually. www.imperiali-geneve.com







GET THE BLUES

From bright electric to deep midnight, this hue is a favourite of some classic watchmakers

Photographer - Graeme Montgomery



Audemars Piguet Royal Oak Offshore

One of the undisputed legends of modern horology, the Royal Oak was created by the late, great Gérald Genta in 1972. It was the first steel-cased luxury watch and the distinctive design – with its integrated strap and octagonal bezel – has evolved since. One of the most popular versions is this large-diameter Offshore chronograph with a blue Méga Tapisserie dial. £18,700, audemarspiguet.com



Bulgari Diagono Magnesium

Despite its propensity to burst into flames in the face of excessive friction, Bulgari chose light, corrosion-resistant magnesium for the cases of its new Diagono models. They also incorporate other high-tech materials such as Polyetheretherketone, ceramic and a grained coating called Motorlac that enables the dial and parts of the case to be finished in attractive colours, including this delectable blue. £3,120, bulgari.com



H Moser & Cie Endeavour Centre Seconds

H Moser is a true connoisseurs' Swiss brand, making no more than 1,200 understated but superbly finished watches per year. Each watch is the product of hundreds of hours of work, most of which goes into creating the exquisite in-house movements. You can admire the mechanism used in the Endeavour Centre Seconds through a sapphire crystal case back. £16,300, h-moser.com



Patek Philippe Calatrava Pilot Travel Time

Patek Philippe's first aviation-inspired watch since the 1930s features a skeletonised hour hand for home time, bold local-time pointers and a pair of left-mounted, screw-down pushers enabling the former to be quickly adjusted in either direction. A date counter is linked to local time, while light and dark dots show whether it's day or night at home or abroad. £31,000, patek.com



Hublot Big Bang Unico Italia Independent

The latest in Hublot's Big Bang range was created with the design house Italia Independent, set up in 2007 by Lapo Elkann, grandson of the late Fiat boss Gianni Agnelli. It combines Hublot's in-house Unico movement with a case made from Texalium, a new type of coloured carbon. The watch, limited to 500 examples, comes with a pair of matching Italia Independent sunglasses. £19,700, hublot.com



Omega Seamaster Aqua Terra

Omega's Seamaster has long been a favourite among yachting types, but this latest Aqua Terra version is particularly appealing thanks to its teak concept dial. On a practical front, the 41.5mm diameter watch is equipped with Omega's impressively accurate Master Co-Axial self-winding movement, which is designed to withstand magnetic fields of up to 15,000 Gauss – more than any other watch on the market. £3,720, omegawatches.com





This month: The boat lover behind Vhernier jewelry, and highlights from the Megayachts book launch and Boys & Girls Clubs Rendezvous

I never leave home without...



This month Mark Sager Owner of Origna (96 feet)

I travel light, so I rarely forget to pack what I need. The beauty of the yacht is that everything I need is on board.

Currently I am reading Leaders Eat Last



by Simon Sinek. As for music, as the executive producer for Vancouver's top band, The Boom Booms, there is no better group to listen to! I may be a bit biased.

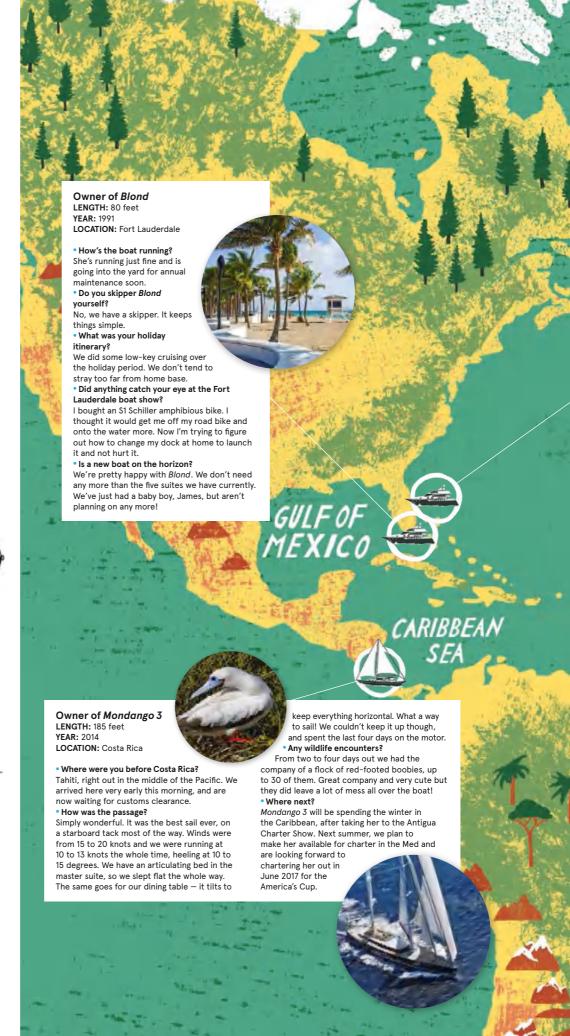
For years upon years I have

been wearing one watch and one watch alone: the Rolex Oyster Perpetual. I never get tired of it and the only thing I would trade it for is a [Rolex] Yacht-Master II. I have always loved being on the ocean - whether offshore sailing or cruising remote parts of British Columbia or the world. I want to make sure all my friends, family and guests are sharing the same experience, so my first concern is always the comfort and happiness of those joining in the adventure. Sharing great food, great company and, of course, a great adventure is the most important.

On beautiful sunny days, I enjoy wearing my classic Ray-Bans with blue-mirrored lenses. However, while traveling through London

> Heathrow I found a similar pair of blue-mirrored aviators.... There I don't have much of a technology side, although I do enjoy using walkie-talkies - classic tech. Perhaps that is why I have a deep appreciation for classic ships.





YEAR: 2015 LOCATION: Jupiter, Florida

Congratulations on the delivery!

Thank you. We finally got her in October when she was delivered to Savannah, Georgia. We've just completed final commissioning. The Grand Banks factory in Malaysia sent over three highly skilled technicians for the job, and she is now just perfect.

• How about the shakedown?

That was the 400-mile passage from Savannah to my home in Jupiter. There weren't any major issues, just a few adjustments and finishing details.

• Where next?

We're heading to the Turks and Caicos for our first cruise. It will be a three-week trip, and I'm looking forward to the peace and quiet of some of our favorite remote anchorages.

IRISH SEA

NORTH SEA



ATLANTIC OCEAN

Anil Thadani

YACHT: Latitude LENGTH: 148 feet YEAR: 2009 LOCATION: London

• What are you doing in London?

We're here after crossing the Atlantic from Canada. We went west to east through the Northwest Passage, following an earlier eastward passage across the top of Canada. The last stretch from Dublin to London was a bit rough and at 5 o'clock one morning, we got hit by a rogue wave so hard my desk fell over, all the sofas in the salon ended up on one side of the boat and the general alarm was triggered! It was a good test for Latitude,

and she came through with flying colors.

• What was it like cruising into London?

Amazing. They opened Tower Bridge just for us to go and take some pictures.

Once we were done, they stopped traffic again to allow us back through.

The boat is now docked at Canary Wharf.
• What was the highlight?

There were too many to mention, but my first mate, Shelton, tried his hand at video production and has made a 20-minute film of our two trips through the Northwest Passage. You can see it at bit.ly/latitudepassage.

Slim Bouricha YACHT: Heliad II

LENGTH: 110 feet YEAR: 2013

LOCATION: Saint-Tropez

Did you catch some late-winter sun?
 Yes, we went to Saint-Tropez in late October and liked it so much we'll be back next year.

• What was the highlight?

A lazy family day anchored at the Baie de Cavalaire, with perfect weather and perfect light. Our boys enjoyed Jet Skiing, wakeboarding, paddleboarding and canoeing.

• How much charter work does Heliad II do? This past season we had to turn down offers. She was very popular due to her style and her crew, but also for the fact that she has the volume of a more than 130-foot yacht.

• How is she running?

The engines run smoothly; they are silent and economical. She is also very steady and makes passengers feel safe at all times. The Diana Yacht Design team did an amazing job designing this yacht, and the construction is of the highest quality.

• Would you ever buy bigger?

Yes! It is already on our drawing board.

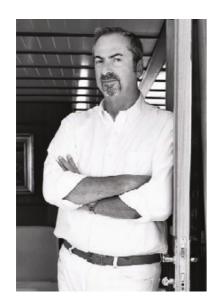
Heliad II has a very classical shape — why is this appealing?

The traditional canoe stern has timeless lines and a real elegance that appeals to everyone. The contemporary interior offers an impressive contrast. I'm proud to say I've converted a few lovers of modern boats to canoe sterns!

Members' Logbook

Every month, you tell us where you are on the seven seas, what you can see from deck and your top trip tips







Whether it's his gorgeous jewelry or his classic superyacht, Carlo Traglio knows beauty when he sees it, and creates it. Stewart Campbell joins

him on board Ardis II.



THERE'S A PERFECT BOAT TAKING SHAPE IN CARLO TRAGLIO'S HEAD. He never stops designing and refining, borrowing ideas and adapting layouts from boats he visits — even ones he doesn't like. "Look at this boat next to us," he says by way of an example. "It's really horrible." A very famous sailing boat down the quay, meanwhile, he labels "a disaster." But both have some merit in the straight-talking Italian's eyes. "They'll have a detail that you'll see and say, 'This is good, this is nice.' And it might be something you keep in your head for your next boat. It's the same thing for jewelry — details, details, details. The sum of all those details makes the difference between a good or bad boat or a good or bad piece of jewelry."

These are the twin passions of Traglio. Cut him in two, and one half would be diamond, the other teak. He's owned Italian jewelry house Vhernier since 2001, and the designs for all the company's



sculptural, contemporary pieces begin in his imagination, often when sitting where I am right now, in the cockpit of his current boat, 98-foot Ardis II. The mahogany motor yacht will be familiar to anyone who's walked the docks of Porto Cervo and stopped to stare for a while at the boat's handsome stern tugging gently on her lines. She looks classic but was actually built new in 2007.

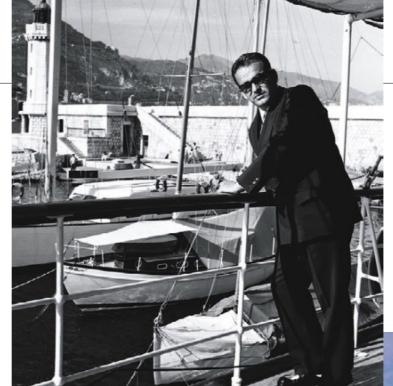
"People who don't know the boat ask me if she was built in the 1950s," Traglio says. "It was built in an unbelievable way. It will last forever. In one hundred years this boat will be here." Before Ardis II Traglio owned the 79-foot Perini Malizia, which he bought from Prince Rainier III of Monaco. A history, then, of owning classic-looking yachts but a business of producing gorgeous, modern jewelry — what's going on?

"Classic jewelry — anyone can do that.
Three stones, four prongs and *finito*. I like contemporary jewelry because it is so difficult to do," he says. "With contemporary jewelry you have to have some knowledge of art, sculpture, architecture, boats even. The shapes and materials we use are completely unusual in jewelry, and it's very difficult to do; a nightmare, in fact. But I like to go further, always further."

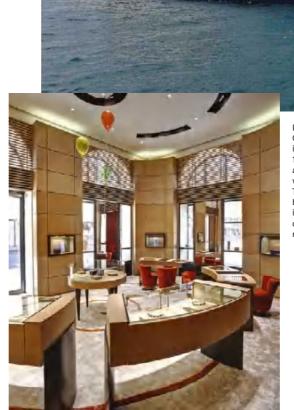
The big loves of his life took root early.

He grew up on a superyacht, one of the most beautiful boats afloat, no less: Xarifa, the 164-foot schooner built in 1927. It was owned by his uncle, also Carlo, and the young nephew would spend each summer on board the yacht in Monaco, where it was moored permanently right outside the swimming pool in Port Hercules. He was on a boat "from day one," he says. "Not to have a boat is not familiar. I need to have a boat. Small, large, big, fat, it doesn't matter. I need to feel the sea. I think it's in my DNA."

The Traglio fortune was made largely thanks to American icon Coca-Cola. The family was the bottler and distributor of Coke in northern Italy. The current Carlo took the reins of the family business after getting a law degree in Lausanne, Switzerland, but stepped away



Far left and below: Ardis II, launched in 2007. Before her, Traglio bought Malizia from Prince Rainier III of Monaco (left).



Left: Vhernier's Geneva store is one of its 10 boutiques around the world. Right: The Tartaruga brooches are in white gold, diamonds and rock crystal.



ShowBoats International | February 2016





Vhernier brooches, Granchio (top) and Conchiglia (bottom), illustrate Traglio's love of the sea. Above: On board Ardis II with his daughter Isabella. Left: Malizia

in 2001 to concentrate his efforts on Vhernier, which now has 10 boutiques across the world, from Dubai to Miami.

He may have been on a boat from birth, but jewelry wasn't too far behind: He designed his first piece at age nine, for his mother. "It was a chain," Traglio remembers. Not only did he design it, he made it.

Before starting law school, he took a year off and went to work for a jeweler in his home town of Como — not front of house; he was out back with the artisans, working gold and setting stones. "I made that chain with my hands," he says. "Between that first design and my most recent, it's been around fifty years — a long time. It's not only jewelry and boats, but also houses. I like to do interiors — you know, this is wrong; this must be larger, shorter, higher or whatever."

Traglio is the first to admit that his hand isn't as skilled as his mind. While he does the very first concept sketches for new pieces, he relies on the rest of the creative team to turn them into precise designs, which are then modeled into silver prototypes. "Nine times out of ten, we throw



Traglio's family were bottlers and distributors of Coca-Cola in northern Italy.

them in the garbage and we start again," Traglio says. "It's very complicated, but a good challenge."

Not even the law degree could divert the young Traglio. In lectures, everyone else was scribbling notes, but he was sketching. "I was a different kid. When I was fourteen and all the other teenagers were starting to go to the disco, I was in museums, exhibitions and galleries." He doesn't know where this appreciation came from; not his parents, certainly. "We were Coca-Cola partners for many, many years and not exactly involved in art. Involved in bam-bam-bam business, yes. So I don't know where it came from."

Such is his devotion to the brand that he's on the road almost constantly sourcing new stones. He's not buying to order, but on spec.

If he sees something he likes during his travels, he'll store it in a safe until inspiration strikes. "I'm always searching and when I find a very special stone, I'll do a one-off piece for very special customers. We're talking over a million pounds, and usually it's a beautiful ruby or diamond or emerald. But even with stones that are not that expensive, I want the best for the money that you will ever see in your life."

Traglio even has discontinued pieces or jewelry lines not because demand dried up but because a very particular stone has become unavailable and he refuses to craft them with anything but the originally intended jewel. The line between a good piece and a bad piece is razor-thin, he insists, and he's not prepared to take the chance.

He points to one particular ring that sits firmly on the right side of that divide. It's the Tonneau: 800 diamonds in a pavé setting. "Normally a jeweler would put one stone after the other, with lots of gold and less stones. I do exactly the contrary: more stones and less gold. I go against the commercial rule. Now, 800 stones is a nightmare. The setting is a nightmare. Is it challenging? Yes, but it is a pleasure for me. It is a passion."

Art and architecture rank highly, too, although he's recently turned away from the art market because of what he calls its "commodification."



Vhernier's Fuseau earrings (far right). Furniture by Christian Liaigre (right) adorns Traglio's house in the Hamptons (below).



66

Twenty years ago, nobody knew Liaigre, and I did my house in the Hamptons with all Liaigre furniture. I was probably the first person to do it in America. People would say, 'Oh, who did this?'

99

"The market is completely poisoned by money. You don't know if you're buying a real artist or a piece of shit. Just because it costs a lot, doesn't mean it's any good. But people buy it because next year it will cost thirty percent more — just like a commodity. So, recently, I've taken a little distance from art," Traglio confesses.

Architecture remains and he claims to have been one of the first people to recognize the genius of French designer Christian Liaigre. "Twenty years ago, nobody knew Liaigre, and I did my house in the Hamptons with all Liaigre furniture. I was probably the first person to do it in America. People would come to the house

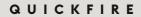
and say, 'Oh, who did this?' and I'd tell them, and they'd always say, 'Who is Liaigre?'"

You can imagine the sweaty palms at the boatyard when Traglio does eventually decide to commission his next, and probably final, boat. This is not a man who will accept second best. At least he knows what he wants - almost. "It will either be twenty meters (66 feet) or forty meters (131 feet)," he says. "This one is thirty meters, which is not a good size. You don't get the benefits of a big boat or the fun of a small boat. In a forty-meter you get everything you need, and in a twenty-meter you can just have two cabins and sacrifice a third to make a big bathroom. There must be plenty of outside space, and I want a kitchen on the main deck. I like to cook, and it's so easy and comfortable to be all together, making food."

He also demands a big engine room and generous crew quarters. "The crew must be very, very comfortable otherwise these guys will hate you by the end. Most boats could not care about the crew, which is completely stupid. The crew must have space."

As for guests, well, tough luck. Traglio is happy to sacrifice cabins to accommodate all this. "It will be an impossible boat to resell, but now I am at an age where I couldn't care less. It's not my problem anymore," he says. Looking beyond our big, white GRP neighbor, there are some boats in town tonight that Traglio truly admires. He points to the Perini P2—"a great compromise between performance and comfort"—and Hetairos, about 10 boats down the dock.

"She's fantastic," he says. "A vintage flavor but very new." He's not just admiring these craft but studying and storing. With each glance the boat in his head solidifies: a curve here, a line there. She will, I have no doubt, be an absolute gem. \$\mathbb{L}\$



Carlo Traglio

SPEED OR STYLE?Style

Chauffeur OR CHEF?

Chauffeur

IDEA OF LUXURY?

Time for myself

FIRST THING YOU PACK?

A book

FAVORITE BEACH?

Take your pick in Sardinia

HOW MANY WATCHES?

10

FIRST BOATING MEMORY?

Being with my uncle on Xarifa at age six

FAVORITE CAR?

Maserati







OWNERS' CLUB







Left: Felix Sabates, Danielle Beitz and Chuck Gottschalk. Above: Adrianne Cohen, Caryl Eisen, Rory Meyers, Sherry Solowey, Maria Rose Santarelli and Ani Nosnik



Chairs of the Rendezvous Larry and Christy Hierholzer

Below: Christine Lynn, Elizabeth Swezy and Rita Case



Right: Linda and Douglas Von Allmen Below: Fanda Gjelaj, Janet Martin and Katie Jo Righi at the '80s-themed costume ball



Below: Bella Christy's golf cart parade entry: "Meet the Flockers"





Launch time

A galaxy of owners and top designers toasted the new *Megayachts* book on November 7 during the Fort Lauderdale boat show.



Michael Eaglen, Steve Gresham, Stewart Campbell and Andrew Winch



with Dieter and Susanne Schoen

perusing the Megayachts book. Below: Tony Harris



Bob Eichler and Giorgio Vafiadis



Above: Sally and Larry Cole Circle: Christina and Luiz de Basto



Above: Zamara Charmichael, Billy and Joanne Lockhart and David Charmichael. Below: Sheila Mackay and Brian O'Sullivan





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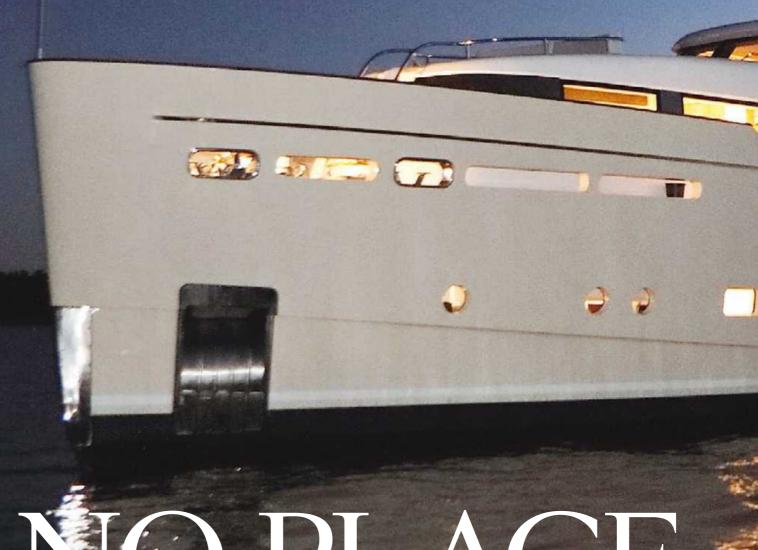
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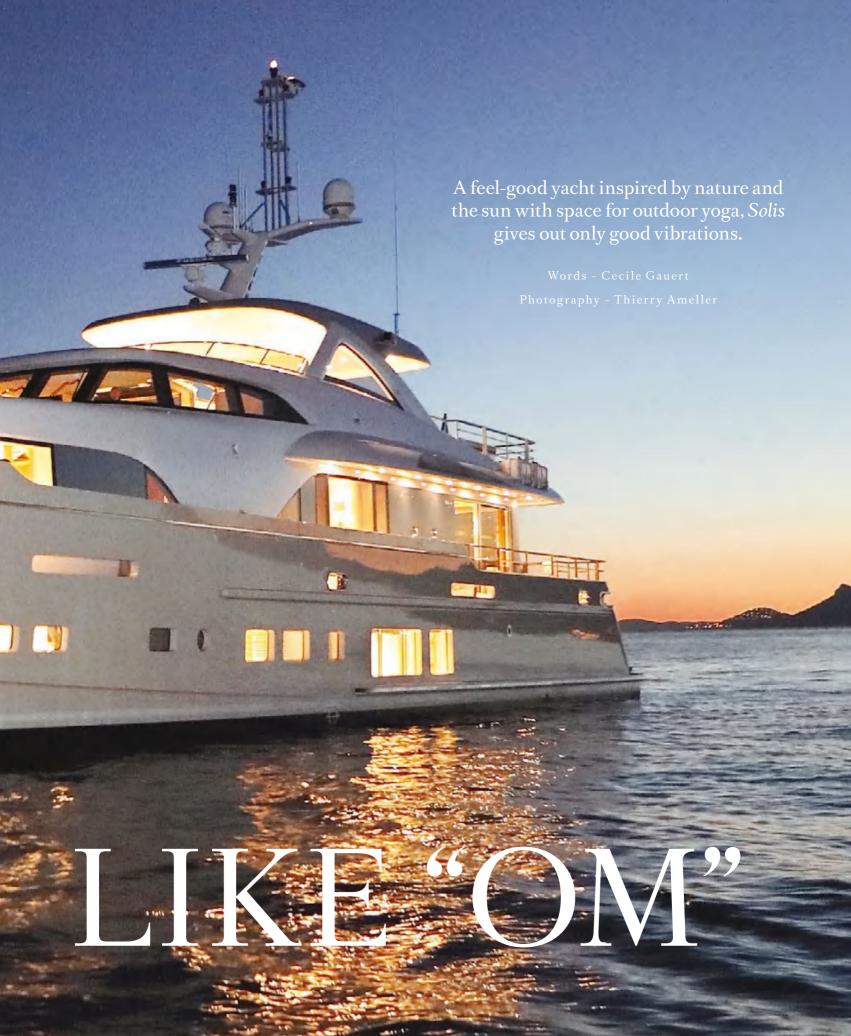
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NO PLACE



here is something utterly charming about a smaller family-owned shipyard, especially in the yachtbuilding fiefdom of The Netherlands where traditions run deep. Mulder Shipyard is such a yard. In one of its facilities, in the outskirts of Amsterdam, ducks waddle out of a canal when the craftsmen take out their box lunches on sunny days, a ritual set in motion by the sound of the lunchtime horn.

Mulder, 78 years strong, is also a growing family business. Managing Director Dirk Mulder had the drawings for a bigger, modern facility on his office walls for a long while. In 2009, it delivered its largest custom boat to date, 78-foot *Eleonore*, inspired by classic Dutch yachts and in 2010, 92-foot *Mimi* became its flagship. Post recession, when most everyone battened down the hatches, Mulder decided to go ahead with the expansion, breaking ground on his new yard in early 2011. In the spring of 2013, the facility, which includes two building sheds and drydocks for yachts to 148 feet, was operational in South Holland.

It was that mix of a family-owned business with a reputation for quality and a spotless new facility with efficiency built in that, in part, earned Mulder the contract to build its largest vessel to date, the 112-foot, 315-gross-ton *Solis*.

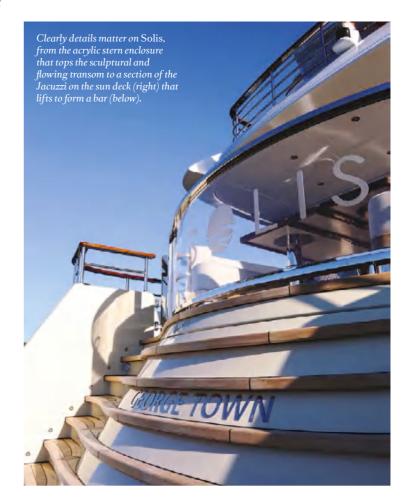
The yacht's owners, siblings, asked their broker for recommendations on where to build their boat. Keen on quality, they already had decided to build in Northern Europe. William Molloy, International Yacht Register (IYR) broker, and Stephen White, project manager and IYR CEO, visited several yards on behalf of their clients. Ultimately, Mulder came out ahead thanks to its set up and ability to match an aggressive delivery schedule.

"What already made a big difference was that our yard is brand-new. They could see we have invested and that we had confidence in the future. We made the right decision (by expanding)," says Mulder. "In the end, [the client's] was a decision based on quality, price and delivery time."

"We were very impressed straight away with the yard," says Molloy. "They do their own wood and steel work, and the way they do it [shows] plain Dutch efficiency."

The owners liked the work of yacht designers Claydon Reeves. James Claydon and Mike Reeves, who established their company in 2010, have years of experience between them. They came up with the design for an unconventional-looking full-displacement yacht with a raised pilothouse and near plumb bow that combines a modern edge with classic details. The boat eventually grew by a few meters, as projects tend to do when it comes to accommodating all that's desired.

By the Monaco Yacht Show in fall 2013, the clients were on board with the design and the yard but wanted to take delivery by summer 2015. Before the contract was finalized in November 2013, Molloy says Mulder went ahead and ordered the steel hull and aluminum superstructure. Mulder subcontracts hulls









and superstructures to other Dutch yards but does everything else in-house, from the metal work, polished to a jewel-like finish, to the impeccable joinery. A full floor is dedicated to woodwork and the interior is built outside of the hull.

The joining of *Solis*' hull and superstructure in July 2014 was cause for celebration, and the Mulder craftsmen marked the occasion with a barbecue. The yard's family feel meshed well with the owners'

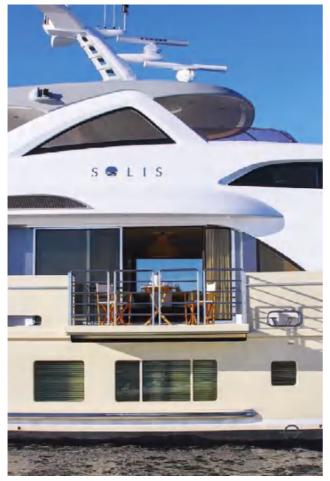
philosophy. Their goal was to build a harmonious, modern and human-size family yacht.

I did not have all the background when I stepped aboard the vessel during the Monaco Yacht Show last fall, eager to see Mulder's biggest production to date and the first boat that design team Claydon Reeves was able to show. (The firm never had a chance to show its previous yacht for a Middle Eastern client.)

She was docked stern-to, revealing a handsome transom of cascading stairs that elegantly conceal the lazarette. An empty slip to her starboard side allowed opening the fold-down balcony at the salon level, revealing one of her great attributes.

Light-filled, thanks to large windows and strategically placed skylights, the interior reminded me of the best European spas, with lots of wood and natural stones. After the heat and crowds on the dock, *Solis* and her honey-toned palette and soft, sound-





absorbing carpets beneath high ceilings, offered a peaceful retreat that proved hard to leave.

Walking through the vessel, from the aft deck to the salon/dining area and forward to one of two VIP cabins, and down to the lower-deck cabins, it occurred to me there were few angles on the yacht and no loud colors. Eventually, impeccably realized details emerged, such as stitched leather louvers and lighting placed just so to emphasize architectural features. Pictures of animals, plants and a delightful portrait of an unadorned Brigitte Bardot are the only ornaments against a seductively simple background. One of the siblings was tasked to choose the art.

"I wanted to find pieces that were harmonious but from different disciplines, some photos, some commissioned pieces. They echo the feel and the colors on the boat and her environment but they are also playful. For instance, in one of the cabins, there is a fun photo of dogs swimming. The children will like it but it's also meant to remind adults to keep a childlike wonder," she says.

As for the picture of Bardot, she says, "I always liked this image. Brigitte Bardot, like us, has great empathy for nature and animals. She is also playful in this photo and emerging from a boat. I thought it was perfect and I was happy that my siblings agreed."

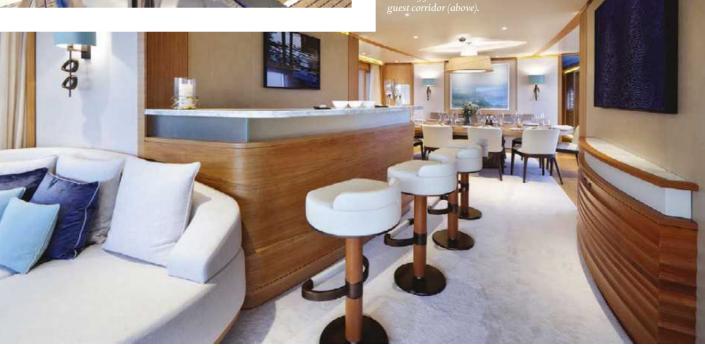
Later on, when I read the brief that led to this design, I realized how well Claydon Reeves had translated the desires of the owners, who conceived *Solis* (sunlight in Latin) as the "anti-megayacht." In some ways, it feels more like the interior of a sailing yacht than a conventional motor yacht.

"[Solis] is a human boating experience," says Molloy. Key words are "leisure, respect for nature, well-being, luxury without ostentation."













Since inception, Claydon Reeves has produced compelling sailing and motor yacht concepts featuring sculptural shapes occasionally inspired by their background in automotive design. The firm also designs custom furniture. The designers approach their work from an architectural point of view and find inspiration in natural forms, which is evident on this yacht, even if Solis closely mirrors the clients' wishes, down to the ripples in the carpet or the stools at the bar, one for each of the owners. The family was intimately involved in the design,

entrusting White with all technical aspects.

"Our boat has been thought of as a source of energy, joy, balance and unity for all her guests," say the owners. "It is meant to be a bridge between water and sky, the elements, the inside and the outside. Indeed everything is inter-correlated. Therefore, all circulations have been thought of flowing like water and make you feel relaxed and at home. All Solis' shapes have been inspired by forms found in nature."

Instead of using a plethora of materials, the designers used oak primarily, treating it with different finishes and using the grain in various directions for subtle contrast. The furniture pieces, like the corridors themselves, are curved. The coffee tables are abstract shapes inspired by marine forms. The beds are devoid of sharp angles. The colors of the fabrics, paints and marbles are that of the sand and water. On the lower deck, murals in bronze and layers of resin convey the feeling a diver has when swimming in the midst of a school of fish.

Just as subtle as the design details are the practical solutions the designers adopted to make spaces versatile on a modestly sized yacht. On the top deck, which is split into two distinct areas, the Jacuzzi has a built-in step that can raise to create a bar. Below the steps leading to the second half of the shaded deck is a running machine hidden beneath the floorboards, and the stools are removable to make space for yoga sessions.

The aft deck below is another flexible space. "The sofas here convert into a large sun lounger creating a split-level external beach club with direct contact with the sea. Large terrace doors connect the space with the interior and effectively create one large sea lounge," says Reeves.

Practicality is built right in with the raised pilothouse design. The crew of up to seven enjoys nice quarters with an ample mess and cabins built to the new LY3's roomy standards. "The crew spends more time on board than we do, so we wanted them to be comfortable," say the owners.

The designers worked on 15 different iterations of the crew area to maximize their space, says Reeves. The crew can circulate quickly and discreetly through a corridor that runs alongside and beneath the bridge on the port side. On the starboard side, the corridor has an unusually high ceiling, a very attractive feature that adds to the sense of ease and brings in more light. Visible from this main-deck corridor, the bridge itself has an inviting sofa for guests to partake in navigation. The extra height it provides has further benefits. "We were able to give the crew a

66

Our boat has been thought of as a source of energy, joy, balance and unity for all her guests.

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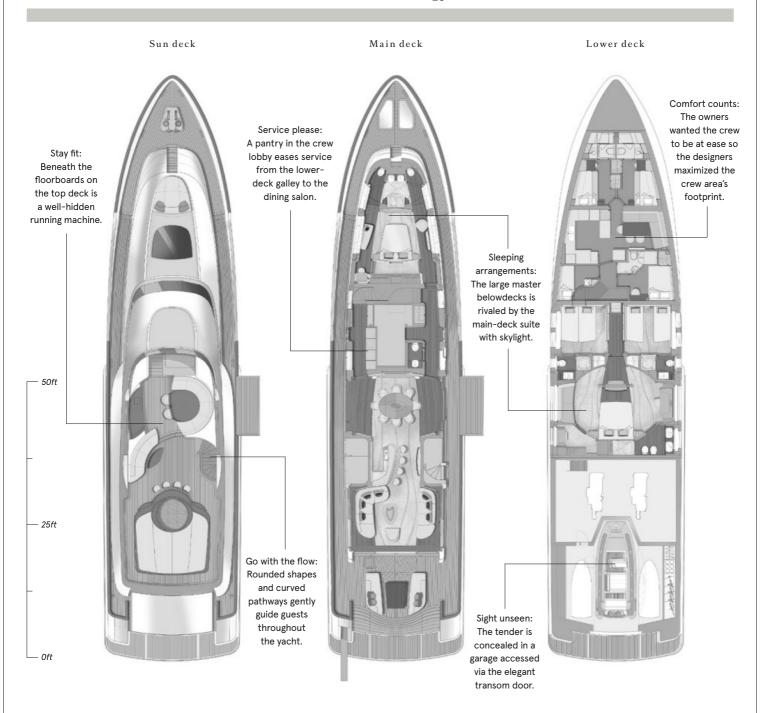
lovely pantry [on the port side]," says Reeves. There's also a hidden doorway in the bridge that allows passing to the crew area.

While powered by conventional means (diesel engines versus hybrid), *Solis*' engineering is consistent with the overall theme with two moderately powered Caterpillar C18s whose compact footprint also favored dedicating more space to the accommodations. "We wanted a boat that is stable, comfortable and that would not pollute too much. We chose stability and comfort over speed," the owners say. The displacement yacht with naval architecture by Van Oossanen has a top speed of 13 knots and transatlantic range. Accordingly, the owners are planning for trips to diverse locations, from the Mediterranean to the Caribbean to the Norwegian fjords. In the Caribbean, they are thinking of sharing their yacht with others and are considering a charter program.

"Solis was a successful project that it has been a pleasure to be associated with," says White. Since Solis, Mulder is again working with Claydon Reeves on a second and larger yacht. It seems that Solis has produced good vibrations indeed.

SPECS

Solis - Mulder Shipyard



LOA: 111' 5" (34m)

LWL: 107' 9" (32.9m)

Beam: 26' 2" (8m)

Draft: 6' 9" (2.1m)

Displacement: 320 tonnes

Gross tonnage: 315 GT

Power:

2 x 670-hp Caterpillar C18

Speed (max/cruise):

13.5/12 knots Range: 4,000 nm @ 10 knots

Fuel capacity: 9,511 U.S. gallons

Generators: 2 x 63kW Cummins

Onan MDDCG

Stabilizers: Naiad zero-speed fins

Freshwater capacity: 2,132 U.S. gallons

Tender: Williams Dieseljet 565 Owner and guests: 8 Crew: 7

Construction: Steel, aluminum Classification: RINA LY3, unrestricted range/MCA

Naval architecture:

Van Oossanen Naval Architects

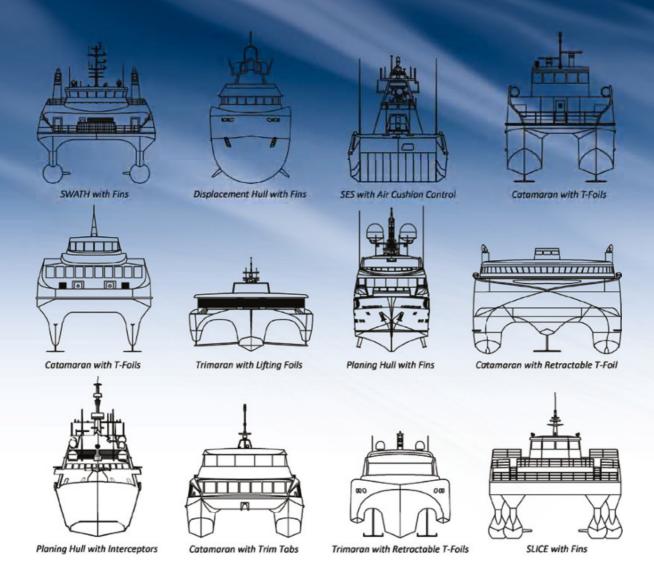
Exterior and interior design:

Claydon Reeves

Builder/year:

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Foggy is one of a kind, and no wonder, being that she's built for and inspired by master deconstructivist architect Frank Gehry.

Clearly different

Words - Roger Marshall Photography - Billy Black and Todd Eberle

ight away you could tell she will be something special. Her redpainted carbon fiber mast and boom stand out in a sea of white
spars. As you draw nearer you see that her varnished wooden hull
does not have conventional portlights either. Instead, the window
shapes are curved both vertically and horizontally as if to emulate waves.
The 862 carbon-reinforced micro panes of glass that make up these windows
are the brainchild of architect Frank Gehry. In fact, according to Captain
Eric Arndt, the Germán Frers-designed boat named Foggy, like a 44-foot
Beneteau that the architect has enjoyed sailing in California, is a tribute to
Gehry from the boat's owner, Richard Cohen.

The master architect, who's spent his career expressing movement in buildings, has had a direct hand in some of the boat's most innovative features, which appear to carry over from his other architectural designs. Take, for example, the Louis Vuitton Foundation building in Paris, one of Gehry's most recent creations, also known as the "Glass Sailboat" museum. In a televised interview, Gehry acknowledges that sailing was one of the inspirations for his "Sails through the Park" made from 3,600 glass panels on a 15,000-ton steel framework. The portlights and decklights aboard the 74-foot Foggy also seem to echo the shape of the curved and twisted aluminum-fronted buildings on the Düsseldorf waterfront, which Gehry designed. And the Walt Disney Concert Hall in Los Angeles could easily be construed as sails coming over the horizon. A marriage of professional and personal passion has given the world several iconic buildings and now a signature sailboat.

Gehry and Cohen, longtime friends, first enlisted Germán Frers to design the boat and then sought out a yard capable of building it out of wood. Brooklin Boat Yard was ultimately selected, and this would prove to be its most challenging project to date. Initially, the yard was not aware of Gehry's involvement. Then, once it became known, one of the challenges of this special project was keeping it a secret in the close-knit boatbuilding community of Brooklin, Maine.

Secrecy did shroud the boat throughout her build, and her launch was done in the dark of night. The timing, it turns out, was not because Brooklin Boat

Yard wanted to keep it under wraps, but because the year's highest tide occurred a few minutes before 11 p.m. on that day, June 15, 2015. Foggy's 18,960-pound bulb keel set on a carbon fiber blade, which draws 12 feet, five inches, made the highest water a necessity. From a spectator's point of view, the hull's portlights must have looked like will-o'-the-wisp dancing across the water as the 170-hp engine drove the boat from the launching slip to the fitting-out dock.

By the end of July, Foggy had already made her regatta debut. Fitted with her set of carbon fiber racing sails, she clinched the Commodore's Concord Cup in the Round the Island Race off Martha's Vineyard, finishing second with adjusted time.

It's in Newport, Rhode Island, that I catch up with her a few weeks later. While surprising from a far, you have to step on deck to get a full sense of her unusual character. Her wavy decklight is far larger than the hull lights, and is even more interesting from both the outside, in that it is totally flush with the teak-laid deck, and from the inside, because of the way deck beams curve to follow the glasswork. From the outside the skylight seems to take up more than half the area between the mast and companionway, but inside it lights up about 80 percent of the main salon. A colorful carpet under the skylight

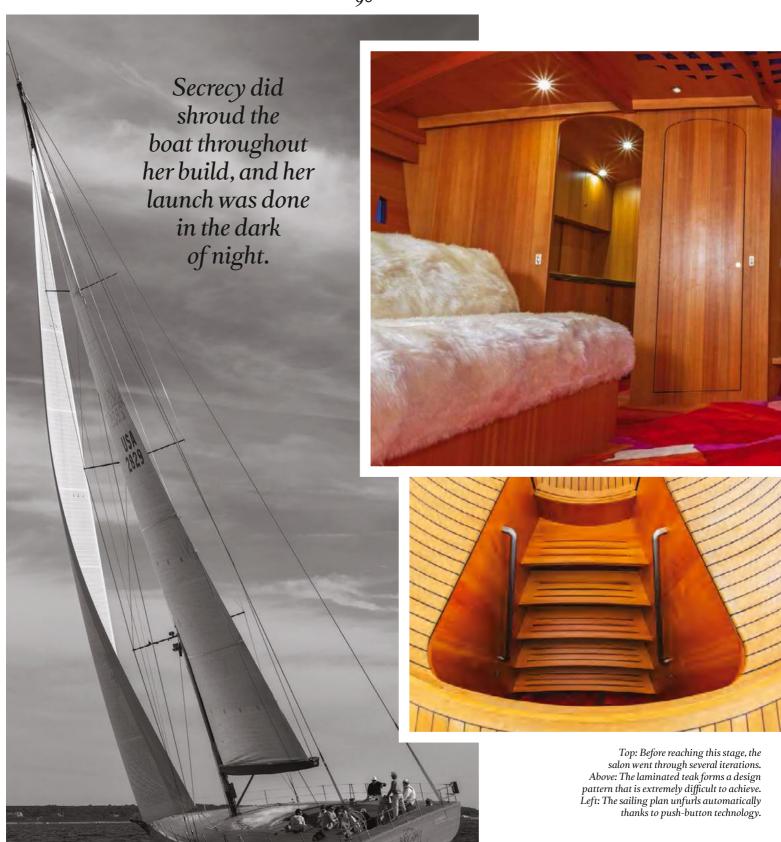
replicates the curves while the light flowing inside seems to break into one thousand pieces. Overhead, the deck beams have been superbly laminated to follow the window's contours. "We got the shape of the holes for the glass panels and had to build the structure around it," says Steve White, Brooklin Boat Yard's president.

Revisions were made along the way, including several drawings for the salon. Ideal for dockside soirées, it occupies the entire middle of the boat. But to call Foggy a daysailer isn't quite accurate, says her architect. "The hull shape is typical of modern fast cruiser racers that include very efficient foils, keel and rudder," says Frers. "She is a lot more than just a daysailer, having a threecabin layout, en suite toilets for each cabin plus a day toilet for guests, a large main salon, galley, refrigerator, air conditioning and a large cockpit. I can safely say she is a sailboat-style comfortable cruiser. Somewhere along the project we planned a power 'shadow boat' to carry the crew's living quarters, spares and act as a tender to take guests back and forth ashore. The shadow boat is still pending, but the idea is very good and has not been abandoned."

While some of the outward features reveal their complexity, many of the boat's intricacies are hidden from view.









The hull itself, which appears to be wood, both inside and out, really is a highly sophisticated composite laminate. It has two layers of western larch on the exposed interior panels, but the wood is backed with an infused carbon fiber and foam-core hull with more carbon fiber, two layers of western red cedar and a layer of western larch to finish the laminate.

Inside the hull, no wiring is visible. I surmise that it is all embedded in the hull and deck structure. From a designer's standpoint, this requires tremendous planning. Once the structure is finished with flush interior hull sides, adding wiring is just not possible. The only visible boat-like features inside the main salon are the chain plates. Like all the other metalwork on the boat, they are made of polished titanium for reduced weight and high strength.

The deck is foam-cored with a carbon fiber exterior laminate backed with wood and covered with teak decking. The teak is laminated in a perfect curve to carry the minimal shape of the coaming along the sides of the cockpit and around the companionway hatch. The precision with which this work is done is truly remarkable.

"We used laser-cut two-part molds to laminate the deck beams, which made the job incredibly time-consuming," says White. He estimates the boat took about 30 to 40 percent more hours to build than another boat of a similar size because the yard had to invent novel solutions to accommodate the design. "Many of our subcontractors have also been challenged to reach beyond their usual scope of work, and Harken, Hall Spars and North Sails have all worked very closely

with us to produce some spectacular custom hardware solutions."

Two unusual metal sculptures surrounding the steering wheel replicate the portlights' and decklights' curves. These and a similar sculpture wrapped around the titanium sprit are removed for racing. The sprit and the jackstay extend forward of the plumb bow, and when viewed from abeam, the flat sheer gives the boat a look that some might not find attractive but is instantly recognizable.

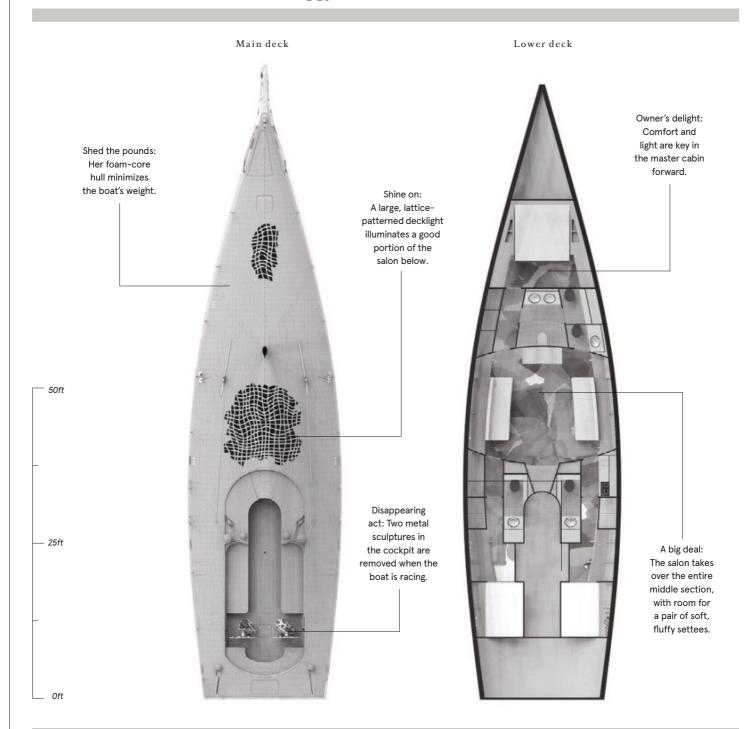
One deck feature that is apparent is the lack of lines led along the deck. Everything is hidden. The halyards appear back at the coaming; the mainsheet disappears into a hole in the deck to a reel winch. Even the sheet tracks seem to be minimal, with 110 percent headsails and an asymmetric spinnaker being the preferred sail configuration.

Another thing lacking, from a sailor's standpoint, is handholds both on deck and inside. "We have additional counter-level furniture fixed to the cabin sole I planned as a way to help moving around in the main salon while sailing offshore," says Frers. "In other areas like cabins, [spaces] are narrow and snug with plenty of things to grab while moving around. These days you don't often see too many handholds on decks of modern offshore racers or cruiser racers."

If you live on the coast in North America, keep your eyes peeled for red spars. Foggy is planning a long journey south along the Atlantic coast, through the Panama Canal and north to its home port of Playa del Rey in California, proving, if further proof is needed, that she can truly sail. \blacksquare

SPECS

Foggy - Brooklin Boat Yard



LOA: 73' 9" (22.5m) LWL: 66' 9" (20.2m) Beam: 18' 8" (5.7m) Draft (under keel):

12' 5" (3.8m)

Displacement:
60,000 pounds

Power: 1 x 170-hp Volvo diesel Speed under power: 11 knots Range: 600 nm @ 8 knots

Rig type: Sloop

Mast and booms: Hall

Mast and booms: Hall Spars Sail area: 3,262 square feet Sailmaker: North Sails
Winches: Harken, hydraulic
Generator: 16kW Northern Lights
Fuel capacity: 290 U.S. gallons
Freshwater capacity: 280 U.S. gallons

Construction: Cold molded, western larch and epoxy

Owners and guests: 6 Crew: 1

Classification: ABYC Naval architecture: Germán Frers

Exterior styling and interior design: Frank O. Gehry

Builder/year: Brooklin Boat Yard/2015 Brooklin, Maine t: (207) 359-2236

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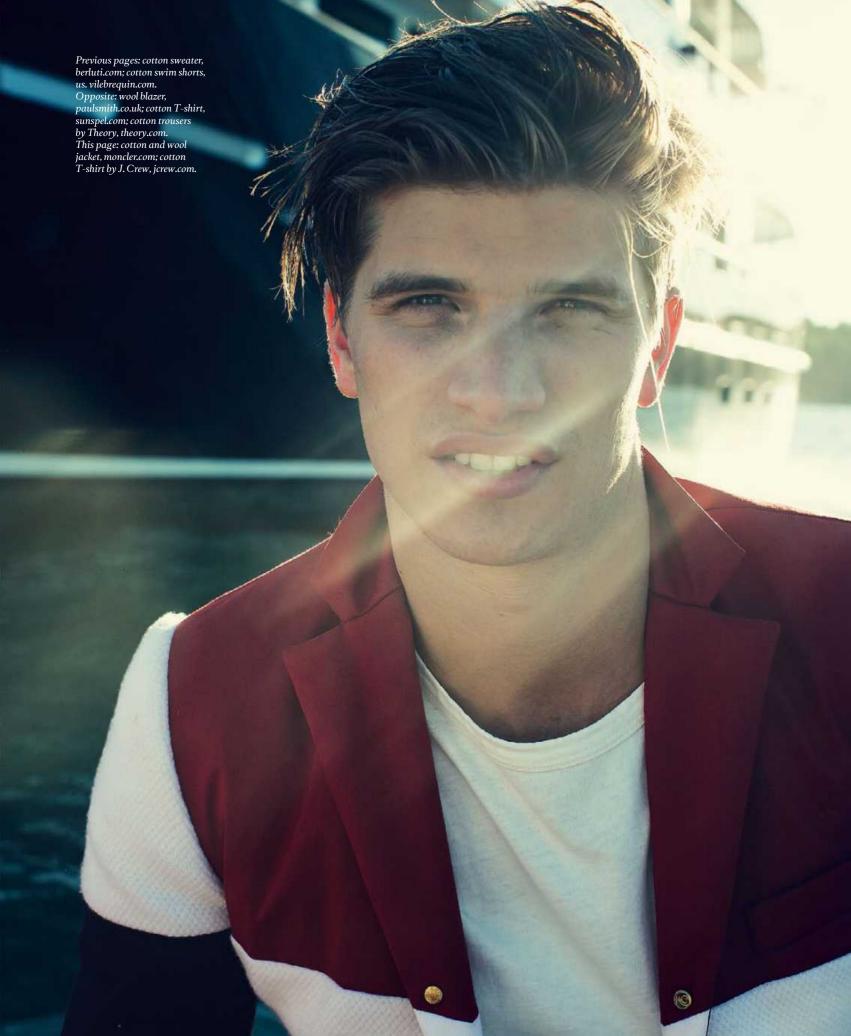


Photographer - Jonathan Glynn-Smith

Stylist - Fiona Rubie









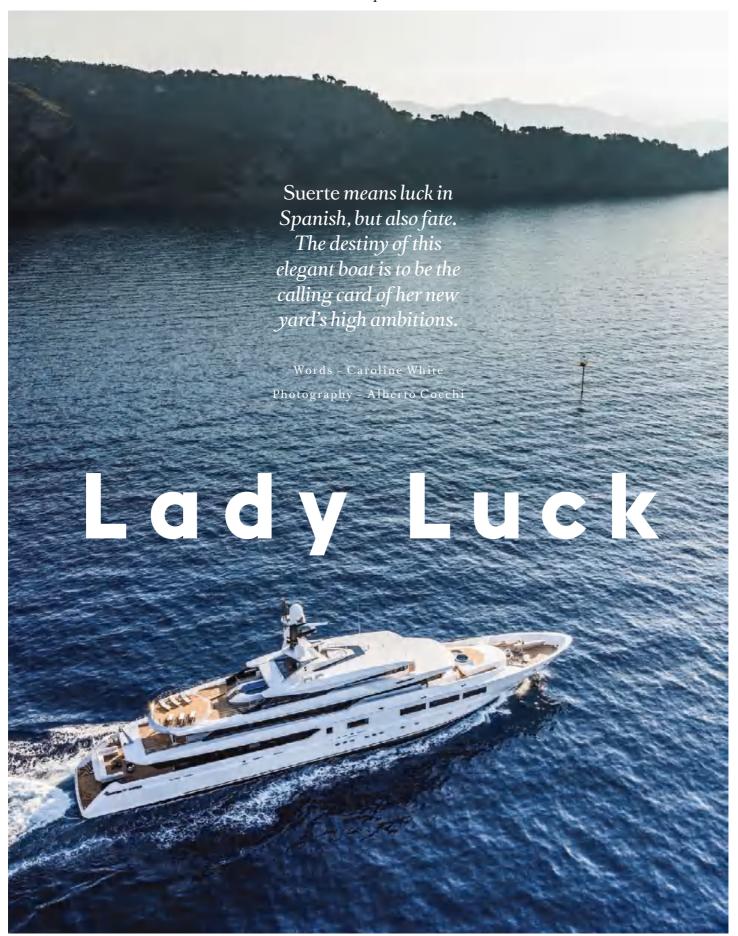






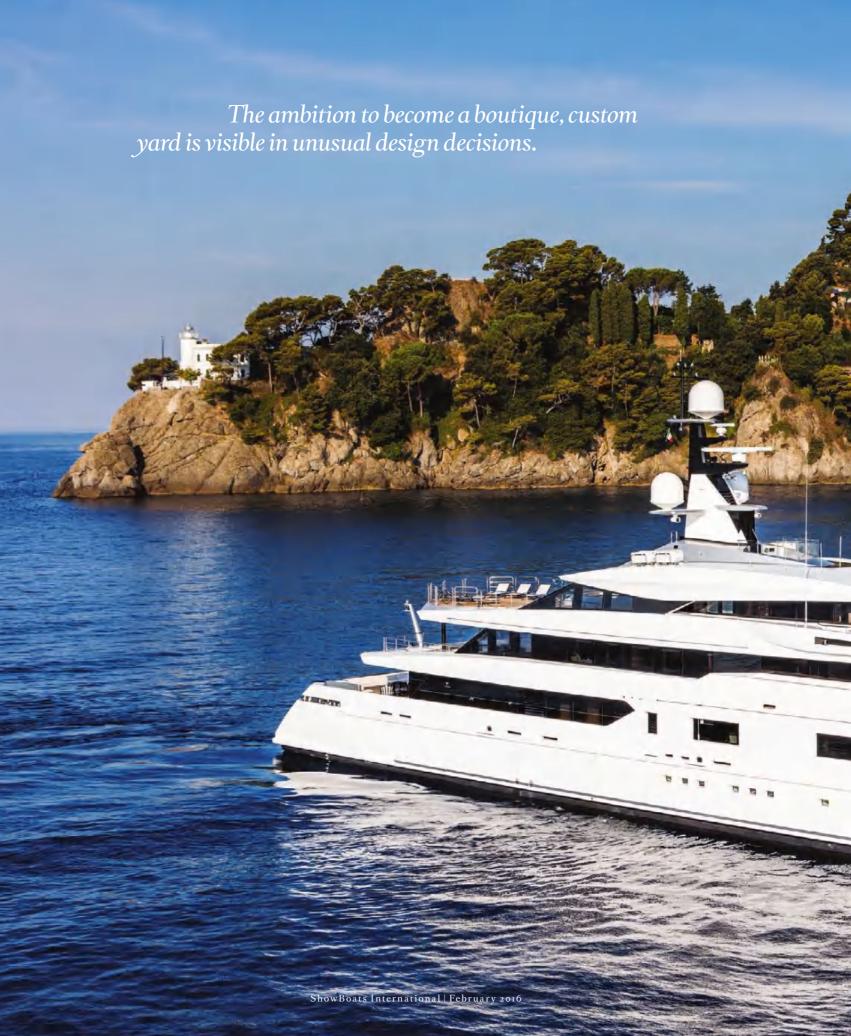






ShowBoats International | February 2016







t's hard to get your bearings on a partly built yacht, picking your way over steel bones while welding torches fizz like fireworks through soon-to-be portholes. But on 227-foot Suerte the confusion stems from more than just a monotony of girders and the effort of not stepping into anything deep or pointy, or through anything frighteningly expensive.

"On top, up there, we have one extra sunbathing area, very private, which is reached by elevator from the gym," says *Suerte*'s build captain, Renzo Chelazzi, waving his hand toward the mast. Down on the main deck, he introduces a huge lobby with the rudiments of an unorthodox central staircase that goes to the beach club. As the grand potential of this space assembles itself in the imagination, he is already standing on the stern platform below, gesturing into the beach club.

"The sauna, it has a window that looks out onto the sea," he says. These aren't common superyacht features. In fact, in her uncompleted state, *Suerte* feels disorientingly unfamiliar.

At the 2015 Monaco Yacht Show a few months later, these uncertainties have turned into a treasure trove of unexpected delights, and the questions become more modern exterior as "an accurate combination of curved and clear lines" accented with flashes of silvergray and black. Inside, Paszkowski collaborated with interior designer Margherita Casprini on a "cozy and contemporary" ambiance.

The yard's first build would inevitably be its calling card, so *Suerte* is an embodiment of its ethos. "The technical specification is the best in the world: the rudders are Rolls-Royce, the engines are Caterpillar, the generators Northern Lights," says Tankoa General Manager Edoardo Ratto — in other words, brands you might find on a Northern European superyacht. Acoustics and vibration attenuation went to Dutch specialist Intersona; the interiors are "floating" and the superstructure is coated with an acoustic absorber. And for piping, the yard chose Oceni, which builds for Fincantieri and Picchiotti. It is telling that the yard seems as proud of *Suerte*'s massive, orderly engine room and even her navy-certified wiring, as of her decorative finishes.

For communication, the captain insisted on a Venktron public address system, the kind used on passenger ships. "The telephones in the guest cabins become the speakers from the bridge," he says. "I can

The young yard had a distinctive aim — to have a custom product made in Italy, but with Northern European quality.

about how this unusual boat came to be.

The explanation lies partly at the yard. In 2004, Guido Orsi sold the sporty motor yacht brand Baglietto that he directed for a decade. In 2008, he returned to the trade and founded Tankoa, moving up considerably in size with the yard's first boat, a 197-foot-plus yacht. With Baglietto's top management and entrepreneurs on site, as well as a prime waterfront plot in Genoa near the international airport, the young yard had a distinctive aim — to have a custom product made in Italy, but with Northern European quality. Many of the yard's workers had years of experience working at Baglietto but others, specialists in various areas, were handpicked from yards farther north.

A client signed on for the first build and Francesco Paszkowski worked up a design, but the global financial crisis hit and the client put the project on hold. Thanks to intelligent investment in its early years, the yard's finances remained healthy, and in 2014, a new owner bought the project. He asked Paszkowski to refresh the design — in particular the beach club, which gained 13 feet and an incline. Paszkowski describes the elegant,

push a button and talk to everybody around the boat. It is important for safety reasons or if you want to inform the passengers regarding an arrival time or some special area you are passing." On the wing stations the same system is available to crew hands-free, allowing the captain to concentrate on engine levers, bowthruster and rudder. "Otherwise, he must be an octopus," says Chelazzi with a smile.

Indeed, maintenance and usability have been carefully considered. For example, the ceiling panels on the aft deck's overheads are easily replaceable if damaged and are fastened to the ceiling structure for extra safety. There are water points everywhere so that crew can hose down decks without snaking hoses halfway around the boat.

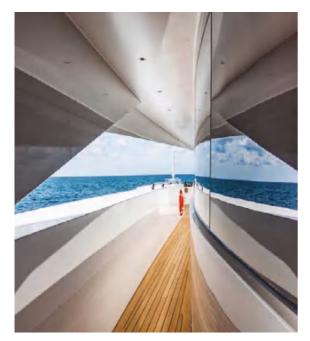
The ambition to be a boutique, custom yard is visible in unusual design decisions. Whether guests alight by tender at the spa-like beach club — rather a tempting foretaste for weary travelers — and saunter up the glamorous central staircase, or arrive by passerelle a level above, the main-deck lobby with its swanky bar is the space that welcomes them.













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It's unusual to dedicate such a chunk of space to an entrance hall. "It's very different from any other boat we designed so far," says Paszkowski. "You actually step on board through lateral sliding doors instead of sliding doors from the aft deck." This quirk freed up the space aft of the lobby to become what he likens to "a winter garden surrounded by glass walls." With wafting white curtains and low sofas, it elevates the lobby into a light-flooded private lounge — books by day, cocktails by night.

Forward from here, rather than a formal salon, there's a TV room with an 80-inch curved screen and no windows. This is a creative solution: Ventilation ducts from the engine room run up through the side walls here, precluding ports. "So it appeared to be the best area to place the TV room, combining a technical issue with an owner's request," says Paszkowski. "You can close sliding doors from the lobby and from the dining to make the area darker." The décor here is soft and comfortable, with rounded furniture, plump upholstery, silky carpets and velvets in taupe and pale gold.

Partially separated from the TV room by an enormous fish tank, the dining salon focuses the attention on two artworks designed by Paszkowski's studio: one a ceiling sculpture of mercury-like blobs that reflect light from the surrounding recess, the other a wine cooler that elegantly showcases the vintages on offer from the cellar. Forward on this deck are the four guest cabins with Carrara marble en suites and a full-beam VIP, chic and masculine in black leather, lacquer and warm woods.

On the upper deck the designer and yard created another unusual space. To protect the beach club, exhaust is channeled up a ventilation shaft to the mast, running through the middle of the upper salon. Paszkowski made this division a useful one, with sliding partitions that can transform the space from the single open-plan into two or three parts depending on the occasion: a sushi bar to port, a salon-cum-cabin to starboard (the sofa transforms into a bed and an adjoining head becomes an en suite) and a seriously glamorous sitting room aft. Here, light refracts through skylights in the bottom of the pool above onto the gray velvet sofa and dappled silk carpet. Even that inconvenient ducting looks part of a plan, clad in black leather and chalky Jerusalem stone.

The owner's cabin is forward on this deck, with an office, dressing room and huge bathroom. "Privacy is ensured in the office by rotating foils inside the glass wall," says Paszkowski. "The bed with a leather bedhead is center stage and its raised position enables a striking outside view."

The bed overlooks the private owner's spa pool forward, surrounded by sunpads and shielded from the

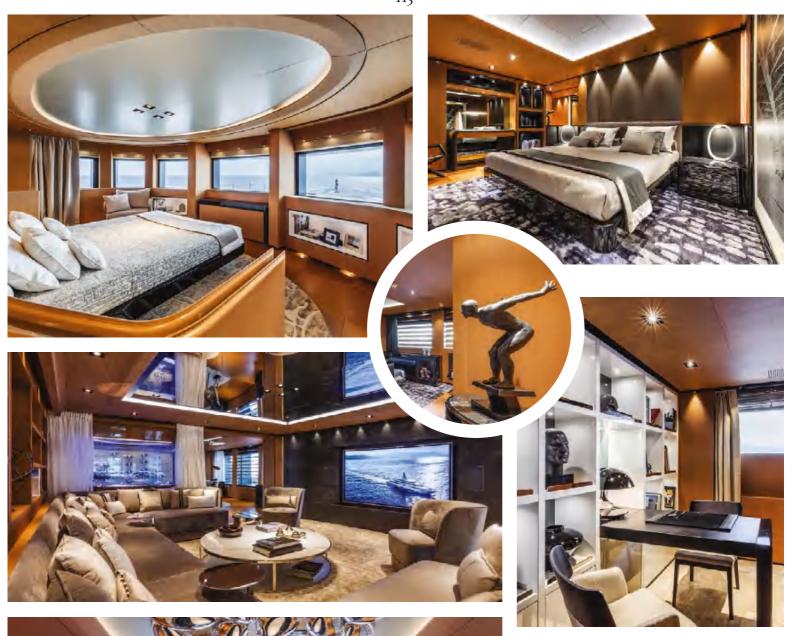
foredeck proper, slightly lower down, by artfully placed awnings. It's a short stroll aft from the suite to the central elevator, where one can either go down to the main deck, up one level to the gym, or up yet another level to that ultra-private sunbathing area — a couple of sunpads and a little decking perched on the hardtop.

This is one of several excellent exterior spaces but the wheelhouse deck — more than a third of the boat's length — boasts the lion's share of treats. The 2,100-gallon heated pool has a waterfall and a bar, while aft, the helipad is surrounded by sunpads for daytime lounging. In the evening, set up a DJ at the bar, turn on the extra speakers for serious volume and the built-in lights, and you have a disco. For more sedate gatherings, the upper aft deck offers al fresco dining for 12 to 14 and comfortable seating.

For crew, things have been well-thought-out; they never have to pass through a guest area, and the galley has every conceivable appliance, including a blast chiller for sushi prep and mini refrigerated drawers for frequently used ingredients. Up on the wheelhouse deck, crew throw used towels into a laundry chute that deposits them in the tank deck laundry. There are two large, adjoined messes, and each lower-deck crew cabin has its own TV and en suite, while the captain's cabin is aft of the wheelhouse with its own office.

There's so much storage: big cold stores, dry stores, luggage stores and freezers, garbage crushers and a 177-cubic-foot refrigerator for storing compressed refuse. There's even handy storage for cushions, built into the upper aft deck. A foredeck hatch houses three or four Jet Skis — the owner's son is a big fan — while two tenders are stored in a side-opening garage. This, of course, frees up the stern for that spectacular beach club, arguably the yacht's greatest charm. In good weather it offers ample lounging out on the stern platform or fold-down terraces to port and starboard. In bad weather, sliding glass doors enclose it and there is still plenty of space to relax inside on low sofas, as well as the sauna and hammam to warm up in. And the central stairs make a big difference.

Many beach clubs, connected to the rest of their boats by exterior or pokey interior staircases feel like faintly utilitarian add-ons. This feels central to the design, a starting point rather than an afterthought, and it enriches the overall lifestyle on board. Low-lit under slate walls and trimmed with smooth carpet, it is, as Paszkowski says, "a world apart, separated but strictly connected with the main deck and the sea." Lying on a massage table here, with the waves bumping gently against the hull, you might well forget where you are.



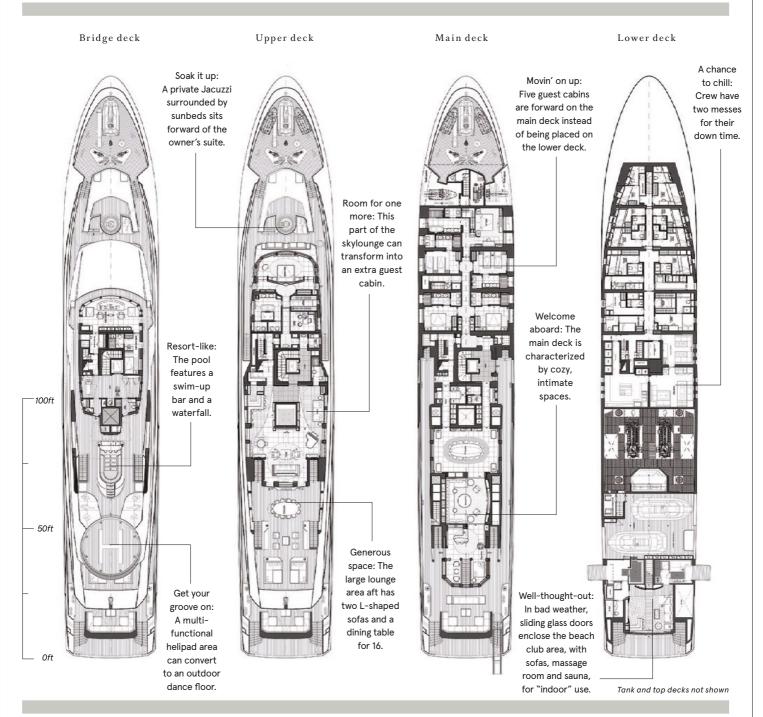




ShowBoats International | February 2016

SPECS

Suerte - Tankoa



LOA: 227' 4" (69.3m)
Beam: 38' 1" (11.6m)
Draft (half load):
10' 2" (3.1m)

Displacement: 1,120 tons **Power:** 2 x 2,450-hp Caterpillar 3516 B DITA-

SCAC HD

Speed (max/cruise): 16.5/15 knots

Range: 3,000 nm @ 15 knots Generators: 2 x 230kW Northern Lights; 1 x 155kW

Fuel capacity: 42,795 U.S. gallons Freshwater capacity:

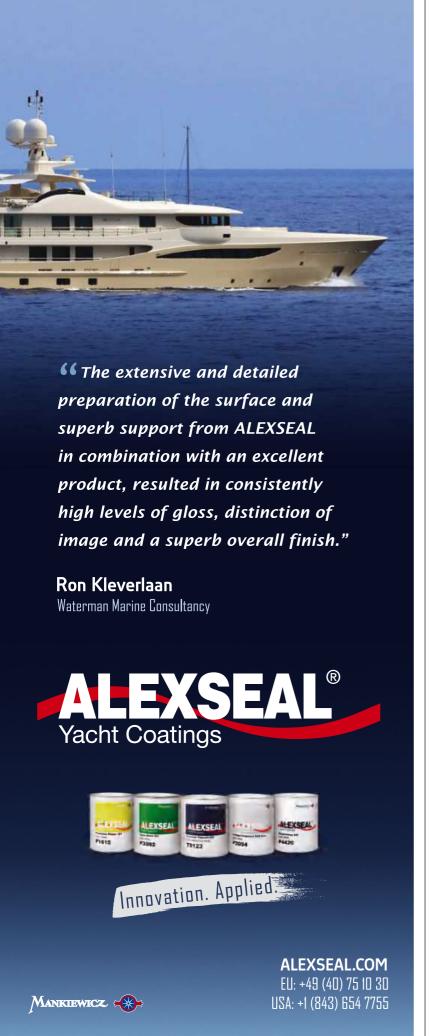
9,933 U.S. gallons

Tenders: 2 x 25' Dariel Owner and guests: 12 Crew: 19

MCA LY2

Construction: Steel, aluminum Classification: RINA – C HULL, MACH, unrestricted, YCH (MCA), Green Star; Lloyd's 100 A1, SSC, Yacht, Mono, G6, LMC, UMS, EP; Naval architecture: Ruggiero Naval Architects Exterior styling: Francesco Paszkowski

Interior design: Francesco Paszkowski & Margherita Casprini Builder/year: Tankoa/2015 Genoa, Italy t: +39 108 991 100 e: info@tankoa.com w: tankoa.it



Bold strokes Dynamic vision Challenging the norm

Find out why owners of the world's largest luxury yachts have selected Willis as their insurance broker





he New Year has arrived and on its coattails come millions of resolutions to lose weight, get fit, regain the physique that was lost...let's just say, a while ago. So, to help you keep those well-intentioned and potentially life-extending pledges, we're taking a look at a variety of devices and designs that expand your options for staying fit and remaining engaged in outdoor activities while at sea.

Forty-three years ago, William Levitt, the man who invented what we now think of as "the suburbs," took delivery of a 237-foot motor yacht that, at the time, was the largest recreational vessel owned by an American citizen. La Belle Simone had a lovely pool on her lido deck, which also included a beautiful interior/exterior lounge, complete with a baby grand piano. The arrangement set the standard for quite some time as the most desirable solution for occasions when the boat was in port or when swimming in the ocean was not an option due to local water quality or ambient sea temperatures.

These days, many large yachts can accommodate full-size pools that allow passengers to take advantage of this highly regarded, low-impact activity. On vessels of less than 70 meters (230 feet), however, large pools are not practical due to structural weight requirements, space demands and free-surface effect forces that can affect stability. For these situations, counterflow pools — also known as lap pools — are the solution. With availability as small as three or four meters (10 to 13 feet), there are counterflow pools that will easily fit yachts of 50 meters (164 feet) or less. Each offers a satisfying exercise session that, at the touch of a button, can be customized to the user's personal regimen.

Of course, a large expanse of deck space has other benefits when it comes to staying fit. How about a game of hoops? Oracle founder Larry Ellison, whose personal fleet of motor yachts is as impressive as any on the planet, won't leave the dock without his basketball court; *Ronin, Rising Sun* and *Musashi* each has one. NBA team owners Paul Allen (Portland Trail Blazers) and Mark Cuban (Dallas Mavericks) have also specified that their boats, *Octopus* and *Fountainhead*, respectively, be outfitted with courts.

For those who prefer a racquet as their weapon of choice, consider the multipurpose badminton/volleyball court aboard *Hampshire II*. Squash aficionados will appreciate the court that has been integrated into *Madame Gu*, and for paddle tennis enthusiasts, the concept penned by the DeVoogt design office, while complex, is not beyond the realm of possibility.

Back to *La Belle Simone*. Four decades ago, she was one of the first — if not *the* first — yacht to be equipped with a shell opening in an accommodation space. This marvel allowed the owner and his wife not only a magnificent view but a direct, and very private, connection to the sea. It is here, in the ocean, where we can get all of the exercise that we may want or need. And today, there are more and more exciting ways to add to the enjoyment of being in the water.

A decade ago, as the first photos of the 164-foot Hakvoort JeMaSa began to appear in ShowBoats and elsewhere, what captured readers' attention more than any other feature was the enormous inflatable waterslide that the owner and his captain had commissioned for the boat. Nowadays, huge waterslides are de rigueur, especially on charter boats, and lately, Freestyle, the company that has become best known for supplying them to the yachting industry, has developed an impressive array of models and styles.

The skinny on your onboard gym: four experts weigh in

YOUR MUST-HAVES: EDWARD THOMAS, GYMCOMPANY MARINE

Designing onboard gyms is a new growth business for UK-based GymCompany Marine, an international retailer of fitness equipment for commercial and recreational yachts. The company considers the yacht's space, height and weight constraints, need for non-corrosive finishes, the inclusion of audio-visual components, electronic connections for iPods and even personalization of equipment with matched colors or logos.

The newest trends, says Thomas, GymCompany Marine's founder and director, include having Pilates Reformers, functional training equipment and personal trainers on board. So, what are discerning yacht owners outfitting their gyms with? Some of the latest equipment being ordered includes systems by Technogym; acceleration training VibroGym; multifunction, compact machines like the SlimBeam cable trainer (right) or the WaterRower that uses water as resistance. All have decorative finishes, providing a sleek, high-tech look for onboard gyms.

GLAM GYM: ALFRED KARRAM JR., DESIGNER



Among the latest and greatest of yacht gyms is a recent custom creation by the Miami-based designer for the fitness-fanatic owners of the 125-foot Benetti *Iron Man*. The wheelhouse and gym comprise the yacht's entire upper level, and Karram matched the gym to the owners' ultra-modern décor, adding drama with a glass entrance, lacquered ceiling and recessed lighting. The gym boasts a full selection of Technogym equipment including free weights, a mirrored isokinetic machine and TRX Suspension Trainer system. And, best of all, after

their workouts, the owners exit the posh gym to relax on the sun deck.

BACK TO THE BASICS: BILL KYSER, CLUB [] FITNESS

Kyser says you need just four pieces of essential equipment: a set of stretch bands; rubber-coated, octagonal stainless free weights (so they don't roll or rust); an inflatable stability ball and a medicine ball. The former military paramedic-turned-tactical and fitness trainer uses these basic tools to create functional training workouts using resistance through all planes of body movement — forward, back, side-to-side and rotational. Kyser recommends the multifaceted capabilities of the 3-strand JC "Pro-Line" Predator (left), a two-handled strap with three bands that enables all sizes, ages and fitness levels to use one piece of equipment by hooking one or more bands to the handle. The straps can be inserted into a door hinge or wrapped around a railing or beam to provide a broad range of upper and lower body exercises. Purchased in sporting goods stores or online, bands pack into a bag or stow easily in small spaces.

PACK LIGHT: KIERSTEN MOONEY, GREEN MONKEY

A yoga mat is all you really need, says Mooney, co-founder of the Florida-based yoga studio chain. "Using the two-and-a-half by six-foot space of your mat, you can get a total-body, cardiovascular workout for strength, flexibility, agility and balance — all depending on the sequence speed of your poses. Yoga uses your body weight as resistance and is the ideal onboard workout as it challenges traditional movement patterns, preparing the body for the instability that can occur on water," says Mooney." Plus, you can do it alone or with friends."

And when it's all said and done, a refreshing swim, a Jacuzzi soak or even a cool cocktail is a just reward. You earned it! – *Marilyn DeMartini*

If you think for one minute that using a slide doesn't burn calories, think again. After every plunge, there's a swim. After every swim, there's the climb back to the top. Indeed, the granddaddy of all slides might someday be the amazing closed-tube-style slide seen in a recent Feadship concept, in which the tube winds through all decks of the boat and exists either in an interior pool or overboard.

There are other items to consider when assembling your arsenal of inflatable toys. For example, if your boat does not have a pool, you can order an inflatable one from Freestyle as well as inflatable trampolines and other devices that will help you remain active. Kap7 manufactures full- and child-size inflatable water polo goals that make for lively competition on calm days.

For those who don't fancy StairMasters or who consider climbing stairs in the boat too mundane, there is now a very interesting alternative that is sure to give you a thorough workout. Fashioned along the lines of the climbing walls that have been appearing on board cruise ships over the last several years, Green Design has brought an inflatable climbing wall to the market that uses the sea itself as a safety device.

"The idea of having a climbing experience, a pure one, without ropes, matches perfectly with the ocean," explains Climbingwall inventor Mattia Massola Taliacarne, "especially on board a yacht where sometime people can get bored of sunbathing or going around and around with Jet Skis or power toys."

The 16-foot-high device, which has been fitted aboard several sail and power yachts, including Seven Cs, offers three levels of difficulty that, according to Taliacarne, will allow a climber "to burn from five hundred to nine hundred calories per hour while building strength and power, bringing aerobic and anaerobic fitness levels to new heights. Working out on the Climbingwall compares to running at a moderate pace of between eight and eleven minutes per mile."

Craving simplicity? Again, look back in time. Almost without exception, the great ocean liners of the world were fitted with a promenade, a wide exterior deck on which passengers could stroll the entire perimeter of the ship without any obstacles to impede their travel. This was a simple, but effective, way to shed the

calories accumulated each day from the consumption of lavish meals, and as any fitness coach would agree, a brisk walk provides valuable low-impact exercise.

Many large yachts, like the new 268-foot Abeking & Rasmussen RoMEA, have decks that can serve this purpose, but Feadship's designers have added a twist: the Think Path. The classic promenade deck was always arranged to have little, if any, rise or fall. According to Ronno Schouten, the company's design manager, Think Path introduces a grade that increases the effectiveness of the exercise regimen by adding an aerobic component and variation in muscle activity.

Diving from a board is yet another simple activity, even for small boats, provided the water depth is sufficient and the area is carefully inspected for submerged hazards. Several companies



are now offering lightweight diving boards that truly upgrade the experience. Granted, a passerelle makes for a passable diving board, but for those who like to attain some height, add a level of difficulty, increase aerobic activity and burn some calories, a flexible diving board on the bridge deck is just what the doctor ordered. What's more, the boards that are being built today are quite lightweight, can be transported easily and can be deployed in various places around the boat. For a more permanent solution, Opacmare offers a diving board that is fitted to a retractable passerelle mechanism.

If rowing is your exercise of choice, but there is no rowing machine aboard, convert one of the yacht's paddleboards to a rowing scull with the innovative Oar Board, a clever device that can be carried aboard almost any boat.

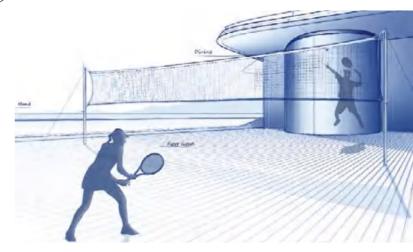
Now, just because your yacht can't accommodate some of the designs that you see here doesn't mean you should throw up your hands and grab the remote to the 11,000-movie Kaleidescape system.

On many boats space is set aside for one or two pieces of exercise equipment — such as stationary bicycles, rowing machines and treadmills — or for an entire gym (see sidebar). For owners who cannot, or don't wish to, dedicate valuable space to such hardware, there is the TRX system. Simply stated, TRX is a gym in a bag. All it requires is a place to secure a pair of adjustable straps, and not much more deck space than would be required for performing sit-ups or push-ups. The user's weight provides the resistance.

Designers have installed attractive hard-point devices on overheads, such as the grouping of four stainless steel padeyes on the lower surface of the sun deck hardtop aboard the 164-foot Westport *Annastar*, or have installed them on bulk heads in various locations. For boats with precious little space, the manufacturer provides an anchoring device fabricated from webbing and a soft, non-marring pad that uses any strong door for support; there's also an additional anchor strap that can be secured around a compression post or spar.

So, don't wait another minute to create the new you. Get out and enjoy the fresh air. Honor that New Year's resolution and stay fit.

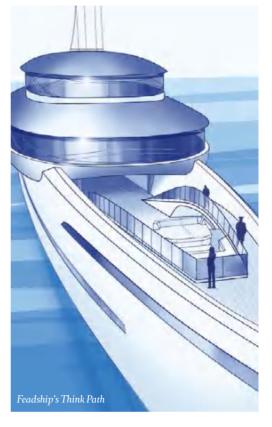
And, if I may, a word of advice: Stay away from the elevator!





Fitness is a focal point of new designs such as Oceanco's 351' Stilleto concept (below left and above) and Feadship's 262' Manawanui concept (top).





ShowBoats International | February 2016



And the winner is... Florence

The biggest and best awards event on the superyacht calendar heads to Florence for the first time in May, where the world's best superyachts will be celebrated in its most beautiful city

rom humble beginnings as a Roman army outpost, Florence grew into one of the world's great cities in the Middle Ages and is famous as the birthplace of the Renaissance. An apt setting, therefore, to honour the most beautiful craft on the water.

The city is no stranger to high society, having been governed by the luminous Medici family. In the 15th century, Cosimo de' Medici's rule over Florence saw a blossoming of creative talent, and the rise of brilliant artists, authors and architects like Donatello, Alberti and Brunelleschi. This artistic fervour only grew during his grandson's rule, as Lorenzo il Magnifico's reign ushered in the Italian Renaissance. While all was briefly extinguished by the puritanical rule

of Savonarola, who burned Florence's wealth in the famed "bonfire of the vanities", the cultural heart of Italy never stopped beating. Cosimo I became the grand duke of Tuscany in 1569, paving the way for more than 150 years of Medici domination. Today this history lives on in the city's architecture, from the stunning Il Duomo di Firenze to the arched bridges that span the Arno River. One of the city's truly iconic buildings from this period is Palazzo Vecchio, where superyacht owners and industry leaders will gather in May for the World Superyacht Awards gala evening.

With support from Navigo and Italian yards including Benetti, CRN, Mondomarine, Perini Navi, Rossinavi, Sanlorenzo and VSY, the event will be taken to glittering new heights.

FLORENCE, ITALY, 14 MAY 2016 World Superyacht Awards

► The World Superyacht Awards are distinguished by the fact that the winners are selected by an independent jury of current and former superyacht owners.

Nominations are now closed.

Visit worldsuperyachtawards.com to see a list of finalists and submit your table applications

▶ Based in Tuscany and Sardinia, the Italian organisation Navigo was founded in 2007 with a straightforward objective: to face an increasingly competitive market with a business model and strategy based on synergic cooperation. To this end, Navigo has achieved the cooperation of hundreds of companies in the vacht industry. Comprising more than 400 associated companies, Navigo is currently the largest network of businesses in the yachting industry in Tuscany and one of the largest groups of its kind in Europe. Viareggio enjoys an annual production of 20 percent of the world market in supervachts over 24 meters LOA. Navigo represents various specializations in this sector as well as some of the main builders. Navigo notes that the marine sector in Tuscany spreads beyond Viareggio, however, to the provinces of Grosseto, Livorno, Lucca, Massa-Carrara and Pisa. Navigo, an acronym for nautical vision and governance, is one of the most specialized consulting companies in the yachting industry, working on research, innovation, marketing, B2B opportunities, financing and internationalization for its members. Navigo also provides consulting services in the areas of grant awards, digitization, advanced certifications, simplifying administration and business events. Navigo promotes the training of new generations and is a founding member of the first Italian school dedicated to yachting, called "Italian Super Yacht Life." Today, more than ever, it has become crucial to offer leisure yacht owners visiting Italy - either to build yachts or for yachting tourism - the guarantee of a full-service experience from build to service to marina visits, where transparency, quality and safety are key elements. Navigo brings together all the components of the yachting industry, within which shipyards, furniture makers, port infrastructure, maintenance services, refitting and all the satellite activities can be included in a logical system.

BENETTI

Iconic and innovative, Benetti's designs celebrate Italian excellence

▶ With the world's highest rate of growth among luxury motor yacht builders, Benetti is an icon of Italian style and timeless elegance combined with world-class construction. Founded in 1873 by Lorenzo Benetti, the Benetti shipyard is the oldest Italian yard building luxury motor yachts. Every Benetti superyacht is unique and crafted around her owner's needs. Benetti designs and builds three distinct product lines: Class Displacement, Class Fast Displacement and Custom (steel and aluminium yachts more than 50 meters LOA). Notable Benetti launches include the 85.65-meter Nabila, the largest superyacht in the world at the time of her launch in 1980. Designed by Jon Bannenberg, the vacht became more famous with a starring role in the James Bond movie "Never Say Never Again." The 55-meter Benetti superyacht Ocean Paradise, launched in 2013, has received the RINA Green Plus award for environmental protection. Meanwhile, Benetti welcomes its recent 2015 launch 11.11, a 63-meter axe-bow stunner that turned heads at the Monaco Yacht Show. With a philosophy that celebrates Italian excellence, Benetti prides itself on innovations such as BEST (Benetti Exclusive

Sea Technology), the proprietary platform it utilizes to integrate its yachts' onboard electronic equipment and systems. Benetti's headquarters are spread between Viareggio, Fano and Livorno with offices around the world in Fort Lauderdale, Dubai and Hong Kong.

Benetti enjoys its headquarters' positioning in Tuscany, which is home to a fine tradition of craftsmanship and refined Italian design heritage. Benetti upholds these values not only during design and production, but also takes advantage of its locale during the social situations that accompany a build, such as going from a meeting in the shipyard to the estate of a world-famous wine producer.

Benetti is part of Azimut/Benetti Group, the world's largest private capital group in the marine industry. www.benettiyachts.it

CRN

Classic custom builder providing outstanding design solutions

► The Italian shipbuilder CRN was established in 1963 in Ancona. Since then, the town has always been the seat of CRN's headquarters, offices, design and construction departments. CRN specializes in the design and construction of fully custom, steel and aluminium superyachts up to 90 meters in length. Led by Chairman and CEO Lamberto Tacoli, CRN's shipyard extends over an almost 80.000-square-meter area, which also includes a large, historical private marina. It is here that all superyachts of the CRN fleet - which currently boasts more than 180 yachts delivered and on the water are built, in addition to some aluminum models for other brands of the Ferretti Group, of which CRN is a part. CRN develops fully custom yachts characterized by state-of-the-art solutions, which are real trend-setters in the yachting world. The company relies on a team of professionals to conceive the best-performing hulls and outstanding naval architecture and design solutions. This expertise is combined with collaboration from internationally renowned architects and designers. CRN also includes an in-house Engineering Department consisting of highly qualified engineers and technicians, and an Interior Design Department. Together, with the various project managers, the production team and all the trusted CRN workers, these teams make up the heart of the company. Moreover, thanks to its Sales and After-Sales Division, CRN takes care of every pleasure vessel it creates even after it has been delivered, ensuring technical support to its owner and its crew. Notable CRN launches include the 43-meter Magnifica in 2001, which marked the first launch from CRN following its acquisition by the Ferretti Group. Multi-awardwinning 80-meter Chopi Chopi is the largest superyacht ever built by CRN. And 55-meter Atlante has garnered attention with her strong stylistic identity. CRN is a member of Sybass (Superyacht



www.navigotoscana.it

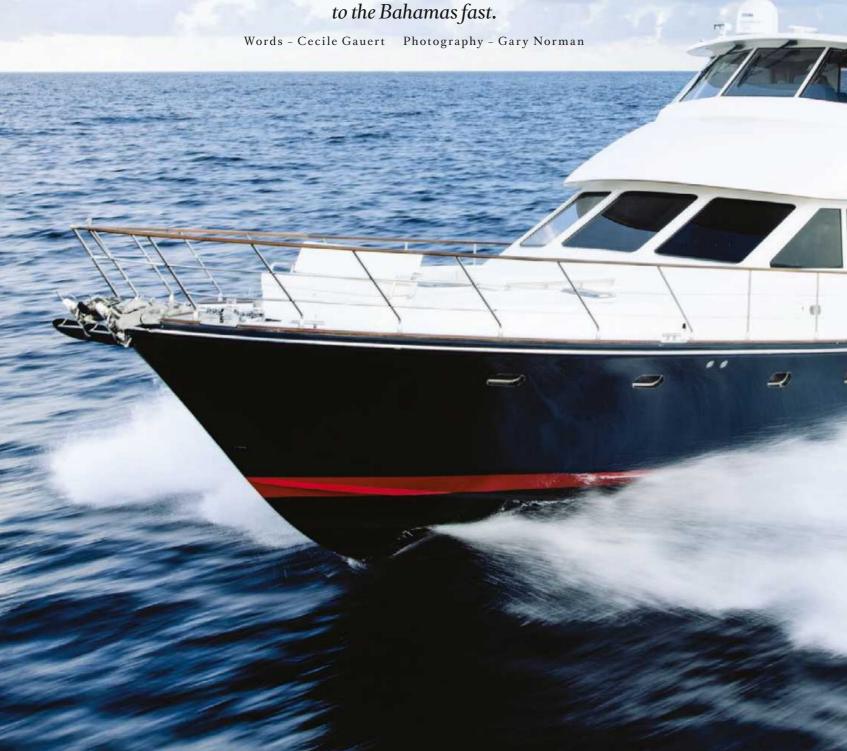




Builder Association). www.crn-yacht.com



Hunt Yachts' new flagship is at once traditional and unconventional, a custom vessel ideally suited to her owners' plans to get to the Bahamas fast.





ou could be forgiven for thinking that Hunt Yachts only builds day cruisers or center consoles. At the 2015 Fort Lauderdale International Boat Show, the company unveiled the Hunt 32 center console, a nice choice as a tender for a superyacht with optional inboard engines or, as the company describes it, a "battlewagon for the weekend warrior." But Hunt Yachts has built much bigger boats. In fact, a few weeks before the boat show, a small team worked overtime to finish the new flagship, the Hunt 80. Unfortunately, the yacht's publicity-shy owners were in a hurry to enjoy their new vessel. So the builder only had a small window to show off its latest creation. Offloaded from a transport ship from Taiwan, the Hunt 80 made a discreet stopover in Fort Lauderdale. Luckily, we were able to take a look.

"Hunt Yachts' president, Peter Van Lancker, ball cap on, sleeves up and a bottle of cleaner in hand, was busy chasing smudges, even perhaps a few imaginary ones, on the aft deck lounge furniture. A couple of other perfectionists were also on board that day: the yacht's project manager, Bob Riemens, and interior designer, Martha Coolidge, knee-deep in plastic wrapping as she unpacked accessories.

Riemens, who worked at Hinckley in the late 1990s, has spent years overseeing the construction of both sail and power projects. In Antalya, Turkey, he ran a tight ship keeping the 46-meter trideck Vicem Vulcan on track to meet stringent weight requirements and delivery deadline. Last year, he commuted to Kaohsiung, Taiwan, to follow the construction of the Hunt flagship, which was built in composite in only a few months. Announced in January 2014, the yacht was delivered in late October 2015.

How did a quintessential northeast U.S. boat name wind up in Taiwan? Van Lancker explains that a few years ago he struck an agreement with Global Yacht Builders to build larger yachts at its facility there. The first product of that association was a 68-footer with styling and naval architecture by Hunt Design (a.k.a. C. Raymond Hunt Associates). The Hunt 80 is the second, and a third yacht, a 72-footer, is currently in build. All boats 44 feet and

With an estimated 80,000 man hours in this yacht, there does not appear to be any compromise outside or inside.



above, now grouped under the moniker of Ocean Series, are being built in Kaohsiung, while Hunt Yachts continues to build its Harrier and Surfhunter series and center consoles in the U.S.

From the outside the Hunt 80 is a great-looking vessel, strong and purposeful-looking, despite her enclosed pilothouse. That is particularly true when she's going full speed with a widening swash of sea foam stirred by her twin Hamilton waterjets. These powerful jets were inherent to the design; the owners, who cruise the Bahamian shallows, were keen on keeping the yacht's draft minimal.

Indeed, the whole project is "highly custom" said Van Lancker, although there was precedent for it. The flybridge version of the Hunt 68 was the inspiration.

Hunt Design's president, Winn Willard, says that the 68 simply was not large enough to accommodate all that the owners wanted, especially the space-intensive waterjets. Their boat had to go bigger. In actuality, when all is said and done, the yacht is closer to 90 feet than 80 feet (the exact LOA is 87 feet when including the large swim platform). Hunt Design, which is known for yachts that combine traditional elements with nice proportions and great seakeeping abilities but also commercial vessels, including jet boats, did the styling and naval architecture for the new 80.

The designers successfully compensated for the extra height with horizontal lines parallel to the sheer. The







blue hull paint, red boot stripe, elongated bow shape and elegant stainless steel rails capped with teak also help make this yacht a head-turner.

The Hunt 80 is based on the company's reputed deep-V hull. "The hull shapes are in the same geometric family. The same principles apply [regardless of size]. They're finer, sharper, more slender hulls, so they go through the water easily.... If you walk in a boat show, and look at the bow of our boats, and look at another boat, you will see the difference — [the others] are fatter," says Willard. The trade-off is in the accommodation space, but the narrower Hunt hull is more forgiving in rough weather.

It was this reputation for performance and seakeeping that attracted these owners. They previously had a European-built sports yacht and found it frustrating that they could not take it out when it got a bit blustery, Van Lancker says. They also really like going fast on their 25-foot Hunt Harrier.

The top speed goal for this Hunt 80 was more than 30 knots, a speed nearly reached during sea trials, courtesy of her powerful MTU engines and big waterjets. But the real benefit of these jets is that this boat has the kind of draft (four feet maximum) that allows reaching nice, secluded moorings or fitting neatly behind a waterfront house. Although they can be a little tricky to operate, jet boats are also quite maneuverable.

As we walk around the yacht's generous decks, well-finished in teak planking, Van Lancker says that Hunt designs boats from the outside. "We're not about to compromise on that," he says. But truly, with an estimated 80,000 man hours in this yacht, there does not appear to be any compromise outside or inside.

The owners entrusted Coolidge to create a detailed and warm interior. She used a traditional combination of teak and holly for the soles and glossed teak on most



bulkheads. Trim and crown moldings accent the wooden surfaces while panels of white outdoor linen by Holland & Sherry add contrast and a cozy, modern touch.

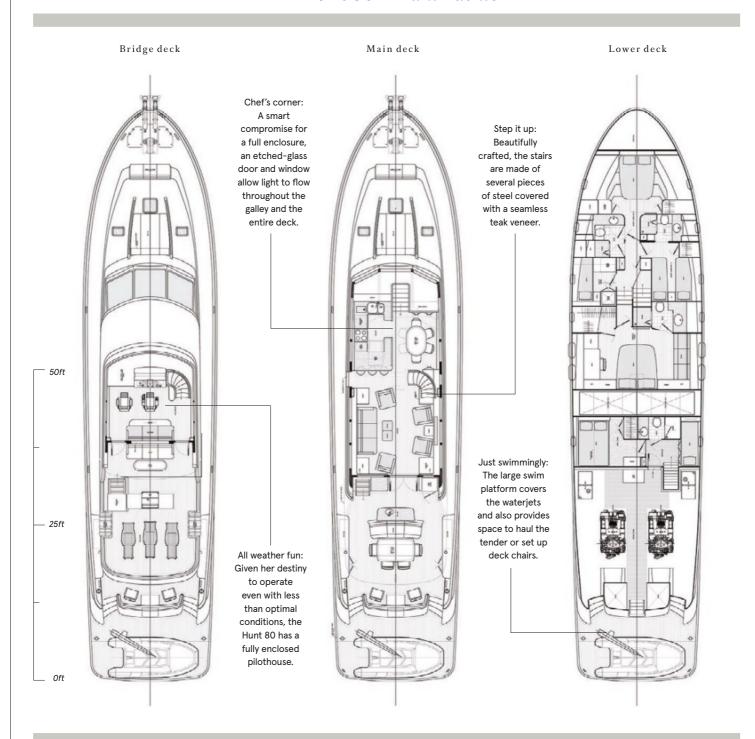
Coolidge, a detail-oriented designer with an architectural background, does her renderings in watercolor. The Taiwanese craftsmen have beautifully translated the delicate images that she produced for each area of the yacht — the full-beam master (located aft), the twin cabin, the VIP and the main salon and dining area.

Coolidge is also working with Hunt on the next installment of the Ocean Series. That one will have an all-wood interior, she says. Not only will it have a different feel, it will have a completely different power plant. That is part of the custom options. The owners have opted for twin Caterpillar engines and conventional propellers inside tunnels. The anticipated top speed for the 72-footer is 38 knots.

It sounds like Hunt is intent on going full speed ahead. 15

SPECS

Hunt 80 - Hunt Yachts



LOA: 87' (26.5m) LWL: 71' 11" (22.9m) Beam: 19' 6" (5.9m) Draft: 4' (1.2m) Displacement:

140,000 pounds (full load)
Gross tonnage: 99 GT

Power: 2 x 1,600-hp MTU 16V 2000 M94

Water jets: 2 x Hamilton

HM651

Speed (max/cruise): 29/24 knots

Range: 500 nm @ 18 knots or 1,500 nm @ 11 knots

Fuel capacity: 2,150 U.S. gallons

Freshwater capacity: 500 U.S. gallons

Owner and guests: 7

Crew: 3

Tender: Novurania 430DL

Construction: GRP
Naval architecture:

C. Raymond Hunt Associates

Exterior styling:

C. Raymond Hunt Associates Interior design:

CRHA/Martha Coolidge

Builder/year: Hunt Yachts/2015 Kaohsiung, Taiwan t: (401) 324-4201

e: info@huntyachts.com w: huntyachts.com



ALL NEW EXPRESS 32 - REFINED. ALL WEATHER. OFFSHORE PERFORMER.









GOLDEN ODYSSEY

The highest new entry in this year's Top 101, this 404-foot Lürssen was reportedly ordered by HRH Prince Khaled bin Sultan of Saudi Arabia. The project has been wrapped under a publicity embargo, but she is believed to have a 66-foot beam, a volume of 7,600 gross tons and an ocean-crossing range. The interior is by the Paris-based Alberto Pinto studio and the exterior is by Martin Francis. This yacht replaces Prince Khaled's previous Golden Odyssey, a 262-foot Blohm+Voss, as the flagship of his Golden Fleet, which includes the Marco Yachts-built support vessel Golden Shadow, 98-foot sportfish Golden Osprey and Golden Eye, a Cessna 280 seaplane.

• Length 404' 2" • Builder Lürssen



HRH PRINCE KHALED BIN SULTAN

The royal established the Khaled bin Sultan Living Oceans Foundation in 2000 with a mission of restoring ocean health through science-based solutions and uses his yacht fleet to help its research work.



FRANCIS MARTTN

Q + A

Q How did you get your break?

A By accident. I designed and built a 14-meter (46-foot) boat with the intention of sailing around the world en famille. The boat went rather fast and I found myself with lots of orders, so I changed plans.

Q How has yacht design changed?

A Computer-aided design has given designers much more freedom but this has not always produced better designs. There is also much more competition and many more designers than 35 years ago when I started.

Q How does it feel to have worked on icons like A and Enigma?

A Humbling but most gratifying that they are considered iconic. I hope Golden Odyssey looks as good in 20 years!



ULYSSES

New Zealand businessman Graeme Hart went to a tough yard to build his tough explorer yacht. Ulysses is the first private yacht build undertaken by Kleven, the Norwegian familyowned shipbuilder best known for its offshore commercial vessels. These roots are reflected in the design of the 351-foot boat, which Kleven says "blends a robust, hard-working character with luxurious added extras." She is designed for long-range passages in the most testing of sea conditions and has ocean-going capabilities fitting of the Ulsteinvik yard's heritage. Ulysses will accommodate 60 guests over her seven decks, as well as a helicopter pad and hangar, a swimming pool and a 69-foot tender on the foredeck. Her exterior is by Norwegian design and engineering studio Marin Teknikk, which has worked with Kleven on its commercial projects. The interior, by UK-based H2 Yacht Design, balances luxurious living spaces with the sturdy build.

DETAILS • Length 351' 1" • Builder Kleven



GRAEME HART With a net worth of around \$7.3 billion, the packaging mogul is New Zealand's richest person.





BIGGEST YACHTS IN THE WORLD





































































TIM HEYWOOD Q+A

Q What was the brief for Symphony?

A The clients wished me to create a stylish, well-proportioned, modern, timeless design that would also be a flagship for the yard.

Q What are her design highlights?

A They begin at the bow and end at the stern! Every detail is of equal importance, from choosing the shade of the sand and pebbles in the spa pool on the sun deck, to the specially crafted door handles.

Q Congratulations on being the top exterior designer in the Top 101!

A I don't dwell too much on lists. Like, I suspect, most designers, we are all focused on what we are designing today and what we hope to be designing tomorrow.



At 333 feet, Symphony is the largest yacht to date from Feadship, surpassing the builder's previous flagship, 325-foot Madame Gu, launched in 2013. Exterior styling is by Tim Heywood, and François Zuretti and Peter Marino designed the interior, which has accommodations for 20 guests spread over six decks. Luxuries include a gym, beauty salon, massage room, observation lounge, sun deck bar and spa pool and an outdoor cinema on the bridge deck. The main deck hosts a 20-foot glass-bottom swimming pool with contraflow and a waterfall, while on the lower deck is a lounge and beach club, as well as an ultra-high-definition cinema (yes, that's two cinemas). The owner's deck boasts a full-beam cabin, his-and-hers bathrooms, dressing rooms, sauna, study, a terrace with a spa pool forward and al fresco dining for 20 aft. With naval architecture by Feadship's De Voogt, four MTU engines push her to a top speed of 22 knots and a range of 5,000 nautical miles at 12 knots.

DETAILS
• Length 333' • Builder Feadship



Germany's Kusch Yachts doesn't build a lot of boats, but when it does, they are very, very special. This new 331-footer is the second largest yacht the company has built, after 436-foot *Al Mirqab*, launched in 2008. Conceived by Richard Hein of The A Group, who has poured every one of his 30 years of yachting industry experience into the design, *I Dynasty* hides a considerable 4,300 gross tons of volume in a flowing, lean design — and she's the first yacht actually operating under the Passenger Yacht Code. The boat is the successor to a 197-foot Benetti, also called *I Dynasty*, and accommodates 22 guests and 29 crew over her 52-foot beam, while views out from the Studio Massari interior should be spectacular thanks to those huge areas of glazing. A diesel-electric propulsion system will see her cruise comfortably at 14 knots for a 6,000-nautical mile range.

• Length 330' 9" • Builder Kusch Yachts

ROYAL ROMANCE

The dolphins that played off the bow of this Feadship during her maiden voyage in July got a better look at *Royal Romance* than most yacht spotters have. Her build at the Dutch yard was shrouded in secrecy and she's likely to stay that way, but we do know some important details. Her stylish exterior design by De Voogt is matched with an interior by the London-based Seymour Diamond studio. She sleeps 14 guests, 22 crew and will have a top speed of 15 knots. The most intriguing detail revealed is her swimming pool, which flows into a waterfall





This 299-footer would definitely also feature in a list of the most beautiful yachts in the world. Exterior and interior design comes from the boards of Reymond Langton Design, a decision influenced by the desire to create a harmonious balance between spaces inside and out. Sweeping, sculpted curves give *Lady Lara* a feminine elegance and the interior reportedly flows just as sinuously.

DETAILS
• Length 298' 7" • Builder Lürssen



Hotly tipped as a performance pro, *Aquijo* was penned by Bill Tripp for long-distance cruising and high latitudes. She has a 299-foot carbon fiber main mast and a length-to-displacement ratio of 88 — the same as Tripp's 12m racers. Drag is minimized with retractable thrusters and articulating propellers, and twin-canted rudders are muscled by hydraulic rams. She can sail at 12 to 18 knots. Her interior is by Dölker + Voges.

DETAILS
• Length 278' 10" • Builder Vitters/Oceanco

SAVANNAH -

Savannah is credited as being Feadship's most innovative creation yet. Sleek lines from France's CG Design and a "seafoam green" paint job conceal groundbreaking interior architecture by the same designers, with sweeping open-plan spaces and curving walls. The yacht's eco-friendly propulsion, meanwhile, dramatically reduces consumption. A 30-ton lithium-ion battery

bank capable of holding a million watts of electricity, five operational modes from diesel to diesel-electric and fully electric, and just one low-revving engine turning a massive, variable-pitch

prop, Savannah is not your average superyacht. The whole package is called Breathe and it's led to claims by Feadship that it has built the world's first truly hybrid superyacht. Fuel savings at 15 knots are estimated to be around 30 percent.

DETAILS
• Length 273' 11" • Builder Feadship

BILL TRIPP Q+A



Q What was the brief for Aquijo?

A Safety, comfort and speed (in that order) in a

two-masted sailing vessel of 279 feet designed to sail the oceans of the planet

Q What were the design challenges?

A Incorporating the sort of volume that, until now, had only been seen in motor yachts, and

integrating a three-deck superstructure that spoke sailboat

Q What's the yacht's ambition?

A The owners plan to sail with family and many friends, exploring with extended autonomy the farthest reaches of the world – places best reached by boat.



ROMEA

It's not déjà vu, at least not quite. You did see a yacht just like this in last year's new entry list: *Kibo*. She and *RoMEA* are sisterships, built alongside each other at Abeking & Rasmussen in northern Germany, to the designs − both exterior and interior − of Terence Disdale. Sisterships but not twins, since *RoMEA* squeaks past *Kibo* in the LOA stakes by two feet. Their interiors differ, too, but both largely follow the Disdale "beach club on the water" design principle. Have a taste yourself − she's up for charter at €875,000 a week through Imperial Yachts in Monaco.

DETAILS

• Length 270' 4" • Builder Abeking & Rasmussen

BIGGEST YACHTS IN THE WORLD















































































































































SUPERYACHT 2016

A preview of the 10 new builders set to make it into next year's Top 101



Omar 512' Lürssen

In build for Alisher Usmanov, this 512-footer has exterior styling by Espen Øino and interior design by Andrew Winch.



MAR 131 492' Mariotti

The rumor is the Omani royal family ordered this Mariotti; they already own 509-foot Al Said.



Sailing Yacht A 469' Nobiskrug

Penned by Philippe Starck for Andrey Melnichenko, she will be the world's biggest yacht with sails.



Dream Symphony 463' Dream Ship Victory

There's a Dykstra exterior and Ken Freivokh interior on this substantial sailer.



370 381' Kleven

From the same Norwegian yard that built *Ulysses*, 370 has an interior by H2 Yacht Design.



1 Russia 18 (2015: 19) **2 U.S.** 16 (2015: 19)

3 Saudi Arabia 10 (2015: 11)

4 Greece 6 (2015: 6)

5 Dubai 5 (2015: 5)

6 Abu Dhabi 4 (2015: 4) 7 Qatar 4 (2015: 4)

8 Ukraine 3 (2015: 3)

9 India 3 (2015: 2)

10 Oman 2 (2015: 2)



Jubilee 361' Oceanco

Igor Lobanov has penned the exterior and Sam Sorgiovanni is responsible for the interior design.



Solar 345' Oceanco

One of three Oceancos to enter the list in 2016, *Solar* is designed inside and out by Nuvolari Lenard.



FB262 295' Benetti

With exterior design by Stefano Natucci and interior by Green & Mingarelli, she will be Benetti's second 101 yacht.



Illusion 291' Pride

By far the largest yacht ever built in China, *Illusion* is designed by RMD (exterior) and Sinot Design (interior).



Y 7 1 5 2 9 0 'Oceanco

The second Sam Sorgiovanni project at Oceanco to launch in 2016, although this time he designed the exterior.







WHEELS/REEL WHEELS

WHEELS 164' | TRINITY | SLEEPS 12 GUESTS IN 6 STATEROOMS REEL WHEELS 80' | MERRITT | SLEEPS 2 GUESTS IN 1 STATEROOM

• SUMMER: FLORIDA/BAHAMAS • WINTER: FLORIDA/BAHAMAS RATE: FROM \$200,000 PER WEEK (PLUS EXPENSES)



Voyage



WHEN LIFE GIVES YOU LEMONS...

"On Capri, sip a sunset Bellini at
Da Paolino Lemon Trees, a charming
restaurant set in a lemon grove, followed
by a wonderful dinner there," says Maggie
Vale, charter broker at Churchill Yacht
Partners. If the surroundings inspire you
to juice the lemon theme, no problem:
grilled mozzarella between lemon leaves,
lemon linguine, amberjack with lemon
sauce and lemon sorbet are all on the
menu. paolinocapri.com



architecture, terrace restaurants, chic boutiques and quaint fishing villages.... A private yacht is really the only way to experience this dramatic area and all the romance it has to offer."



Sundrenched Positano, a holiday resort since Roman times, is your first stop. "Stroll through [town]," suggests Vale, "stopping for a drink and to take in the view of the sea at any street café."

Later, earn your 'ndunderi (a ricotta gnocchi) at ancient maritime center Amalfi to the east, while you hike 4.3 miles northeast up to Ravello, 1,148 feet above sea level. Explore the 11th century cathedral, then sip a locally produced limoncello (distilled from lemon peels) or nibble a *sfogliatella* (pastry stuffed with ricotta and orange peel) to help fuel the return walk.

Finally, cruise southwest back toward the Gulf of Naples to Capri. ``Make sure to cruise [Capri's eastern and southern] sides, ``advises Vale, ``where you'll reach parts of the island inaccessible by other means."



SHOP AROUND

The biggest names in the fashion world are concentrated along Capri's Via Camerelle; however, if you're after local treasures, pop some handmade sandals on your feet, artisan-made perfume on your wrist and some limoncello and chocolate and almond Torta Caprese in your shopping bag for later.

CHOOSE YOUR RIDE



 SIZE
 PRICE/WEEK
 GUESTS

 213' 3"
 €462,000
 12

SEANNA

This Benetti has an indoor/outdoor gym, a massage/ beauty room and seven en suite cabins. An observatory deck offers panoramic views. Visit www. burgessyachts.com.

SIZE PRICE/WEEK GUESTS 163' 1" €165,000 10

OHANA

This Fitzroy sailing yacht sleeps 10 in three double and two twin cabins and has comfortable outdoor areas for relaxing. Visit www. fraseryachts.com.



 SIZE
 PRICE/WEEK
 GUESTS

 154'
 \$170,000
 10

RHINO

► Enjoy the Amalfi Coast's extraordinary scenery while lounging on this Admiral Marine's expansive sun deck. Visit www. churchillyachts.com. For cocktails, Jennifer Saia of B&B Yacht Charters suggests the Blue Bar at the Pink Sands Resort (pinksandsresort.com) or Sunsets restaurant (romorabay.com). And for late-night fun, check out Gusty's, which has a pink-sand floor from the local beaches.



THINK PINK

Harbour Island's famous beaches get their color from tiny microscopic animals called foraminifera with bright pink or red shells, which live on the underside of reefs, beneath rocks and on the sea floor before they get washed up on shore.



With pink-sand beaches and a marina called Valentines, the Bahamas' 3.5-mile-long by 1.5-mile-wide Harbour Island, known as "Briland" by locals, is a perfect romantic destination, says Jennifer Saia, president/charter specialist at B&B Yacht Charters.

"Start your charter in Nassau," says Saia, who suggests three to five days, "and head northeast, picking up a local guide from Spanish Wells (on St. George's Cay off Eleuthera's northwestern tip). Guides will often bring freshly made Bimini Bread for the charter party and tell you tales of the Bahamas as they navigate through the large coral heads."

One of these tales is sure to involve the area's history. In 1648, a group of English Puritans journeyed from Bermuda toward the Bahamas seeking religious freedom. Although the areas along Eleuthera's Governor's Harbour and Preacher's Cave (where they performed their first religious services) formed the adventurers' first settlement, they soon established another on the more easily defended Harbour Island, two miles east of Eleuthera.

Upon arrival, "dock at one of the key marinas — Valentines (*valentinesresort.com*), Romora Bay (*romorabay.com*) or Harbour Island Marina (*harbourislandmarina.com*) — then tour the island," suggests Saia. "The homes along the north end are owned by some very well-known people, and some of the estates extend from the bay to the ocean."

Dunmore Town, named after the first governor of the Bahamas, is the island's only town and one of the Bahamas' oldest. Spend your days relaxing, sampling the warm chocolate banana bread pudding at Sip Sip (sipsiprestaurant.com), shopping for souvenirs, beachcombing, fishing and snorkeling. Get your heart rate up at least once by diving the Current Cut, a swift, strong current that moves between Eleuthera's Current Settlement and Current Island. Then ease it back down to a contented fullness with a massage at Valentines.



CARTAWAY

Golf carts are the preferred transportation method on Harbour Island. "Rent them in advance to have at your disposal," recommends Saia. "Get the fourperson ones and enough for guests and crew."

CHOOSE YOUR RIDE



SIZE PRICE/WEEK GUESTS 142' \$99,000 12

► This refit Palmer Johnson sleeps 12 in five staterooms. She has a games table and bar in the skylounge, and a Jacuzzi on the sun deck. Visit www. churchillyachts.com.

LADY J



 SIZE
 PRICE/WEEK
 GUESTS

 114'
 \$70,000
 8

TENACIOUS

Seaplane transfers from Nassau or George Town are included in this Trident sailing yacht's charter rate. Visit www. burgessyachts.com.



SIZE PRICE/WEEK GUESTS
97' \$42,500 10

THE PROGRAM

This Hargrave comes with a Jacuzzi and fishing gear, and offers crew-instructed diving lessons. Visit www. bnbyachtcharters.com.





has a nightclub that rivals South Beach hot spots."

gansevoorthotelgroup.com

Turks and Caicos

Peace and solitude are inviting ingredients for romance and, thankfully, finding them in the Turks and Caicos -40 islands and cays tucked just below the Bahamas chain, east of Cuba - is easy, says Heather Hatcher, charter manager at Worth Avenue Yachts. Plus, this British overseas territory boasts the world's third-largest coral reef system.

 $Begin your five-day charter on 38-square-mile\ Providenciales\ (known\ as\ Provo), the\ main\ tourist\ center.\ Provo's\ 12-mile-long\ Grace\ Bay\ Beach, on the\ north\ coast\ and\ part\ of\ Princess\ Alexandra\ National\ Park,\ consistently\ ranks\ in\ the\ world's\ top\ beaches,$

says Hatcher. Peer beneath its clear waters at Smith's Reef and Bight Reef, then move onto some of the dive sites off Provo's western side.



CAICOS CONCH

Are you sweet on anything made with conch? Caicos Conch Farm (caicosconchfarm.net) on Provo is the only commercial conch farm in the world. Here, you can learn about the life cycle of the Caribbean Queen Conch, a long-time staple of the Caribbean diet. From Provo, cruise south across the Caicos Bank to uninhabited French Cay, a sanctuary for migratory birds and haven for wall dive enthusiasts. Farther east, 2.5-square-mile Salt Cay is a good place to explore by foot, passing remnants of its Bermudian salt industry history as you make your way to Taylor Hill. Views from here are lovely year-round, and from January through March, you may spot humpback whales as they migrate toward the Silver Bank in the Dominican Republic to calve and mate. (And if you're lucky, you could have an in-water whale encounter, as well.)

To the northeast is Grand Turk, the capital island. Visit the Turks and Caicos National Museum in historic Cockburn Town and learn about the Molasses Reef wreck, the oldest (1513) European shipwreck excavated in the Western Hemisphere, then dive the nearby reef, which is close enough to shore for beach dives.

Finally, call into uninhabited Little Water Cay, where thousands of Turks and Caicos rock iguanas wander freely. Say hello to the extroverted ones, and let the ones hiding in burrows sleep in peace. After all, they deserve privacy, too.

LOCAL FLAVOR

On Thursday evening, head for Provo's Island Fish Fry, where you can mingle with locals and listen to live music while digging into fresh fried fish, boiled lobster and conch salad.



CHOOSE YOUR RIDE



\$266,000

ODESSA This Ch

This Christensen features a rectangular spa pool, elevator, gym equipment and six staterooms. Visit www. burgessyachts.com.



SIZE PRICE/WEEK GUESTS 90' \$29,500 7

T-ZERO

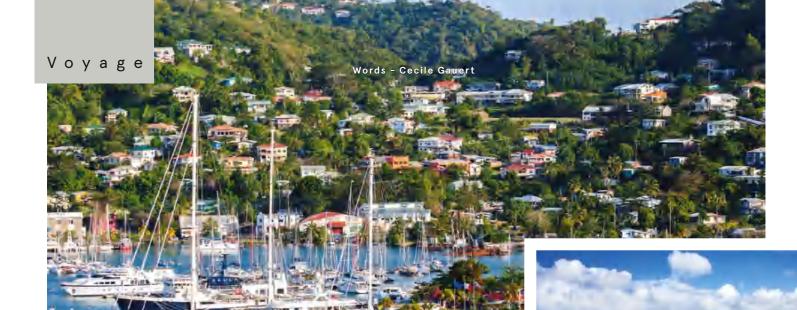
► This Cheoy Lee is equipped with scuba and snorkel gear, as well as two stand-up paddleboards. Visit www. bnbyachtcharters.com



SIZE PRICE/WEEK GUESTS 80' \$28,000 6

THE PEARL

▶ Ideal for cruising in hidden coves and cays, this Ocean Alexander carries an array of tenders and toys, including stand-up paddleboards and fishing gear. Visit www. worthovenuevachts.com



RIGHT NOW

Marina of the Month: Port Louis Marina, St. George's, Grenada

The superyacht harbor a yacht owner dreamed up

WHERE

Port Louis Marina is on the island's southeast coast, just beyond the harbor entrance leading to Grenada's capital, St. George's. A fort built of volcanic rock overlooks one of the Lesser Antilles' best-known hurricane holes. Grenada is a favorite getaway to the Grenadines and is easily accessible by air.

HIGHLIGHT

A deep harbor and few year-round resident yachts make this recently built marina a good bet for traveling superyachts. Yachtsman and real estate developer Peter de Savary fell in love with the island and spurred the marina development in 2007. It is now part of the Camper & Nicholsons Marinas portfolio. Crew and guests alike enjoy its prime location between town and the island's best beaches.

WHAT'S NEW

Grenada is the end destination for the RORC Transatlantic Race, and Port Louis hosted the teams in December. The trimarans make the Lanzarote-to-St. George's trip in six to seven days, enthuses Port Louis Marina's assistant manager, sailor and Grenada native Danny Donelan. Need something done to the yacht? A new 230-ton lift, nicknamed The Hulk, has bulked up the island's yacht repair facilities.

YACHT FACILITIES

Port Louis has 170 slips for stern-to dockage along floating pontoons and docks, with one able to accommodate a 300-foot yacht with 20-foot draft, enough for Eos to have docked here. Power with various amperages, water, pump-out, TV and WiFi are all available for an additional fee.

PRIVILEGES

A pool and a village with great dining options are part of the marina development. Best of all may be the personal attention marina guests receive. Need to know where to go or what to do? Just ask.

COST

Per-foot, per-day rates are based on season and length of stay. High season rates apply through the end of May.

WHEN TO GO

Grenada is known as the Spice Isle, primarily because of its crops, but its colorful festivals may also have something to do with it. Summer is a popular time for yachts seeking shelter. With a notable exception in 2004, Grenada is usually a hurricane-free zone.

AND WHILE YOU'RE THERE...

RISE ABOVE

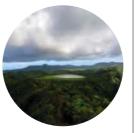
Underwater sculpture park

It's hauntingly beautiful and maybe a bit creepy, but never a waste of time. Put on your mask and fins and explore this evolving work of art in Moliniere Bay. Several artists have now contributed large-scale statues that have attracted new coral growth and marine life to the reef.



COOL IT Grand Etang

Escape the heat by the sea shore at Grand Etang National Park and Forest Reserve. The park draws its name from the lake that fills an old crater nearly 1,740 feet high. With a cool mist prevailing, you can hike from there to one of the island's most beautiful waterfalls



TAKE A BITE

Grenada chocolate

Wanting to get away from it all, the late Mott Green moved from New York to a hillside in Grenada Cacao pods hanging in front of him inspired him to make local fine, organic chocolate. The Grenada Chocolate Company he created lives on.











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THE BAHAMAS UNDERWORLD

Shaw McCutcheon goes deep to explore the blue holes that pepper the Bahama Banks.

ention the Bahamas and most people will picture sun-filled, sandy-beach-lined islands amid azure-toned water. But there's another way to view the archipelago: think Swiss cheese. For geologically speaking, that's exactly what the Bahamas looks like.

Hundreds of thousands of years ago, the Bahamas was a huge plain made up mostly of sand dunes and swamps. The sea level rose and fell hundreds of feet at least four times since then, and over the eons the sand hardened into

porous limestone. Rainwater dissolved the rock, forming a multitude of deep, bellshaped holes and huge caverns throughout the Bahamas, some extending thousands of feet horizontally underground.

During the last Ice Age more than 10,000 years ago, the sea level dropped some 400 feet from its current position. The caverns drained and became home to animals and plants until the sea returned to its present level and flooded the caves again.

To the Taino, the first humans to occupy the region 1,000 years ago, these mysterious holes had spiritual qualities and they sank their dead into them. Today, blue holes, as they are called, are one of the Bahamas' most unusual and distinguishing features and make for an intriguing dive or snorkel.

How to get there? Many charter boats don't offer scuba diving, largely due to liability concerns, but *Usher*'s Captain Nicole Fawcett and First Mate Jesse Fawcett are both expert divers who have made the sport an integral part of this 154-foot Delta's charter experience.

Usher's 56-foot Hampton chase boat came to fetch me in Nassau recently and took me a few miles east of New Providence to meet the yacht anchored over Lost Blue Hole. Once aboard, we prepared to do an exhilarating night dive.

This particular hole is open to the ocean waves and currents. Its entrance is a huge circle 100 feet in diameter in 35 feet of water with a center extending

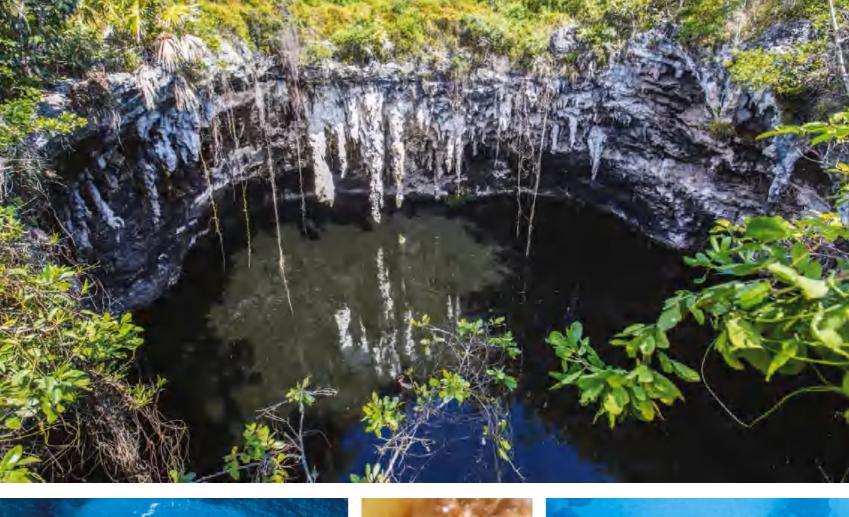
> more than 200 feet deep and widening like a bell as one descends into it.

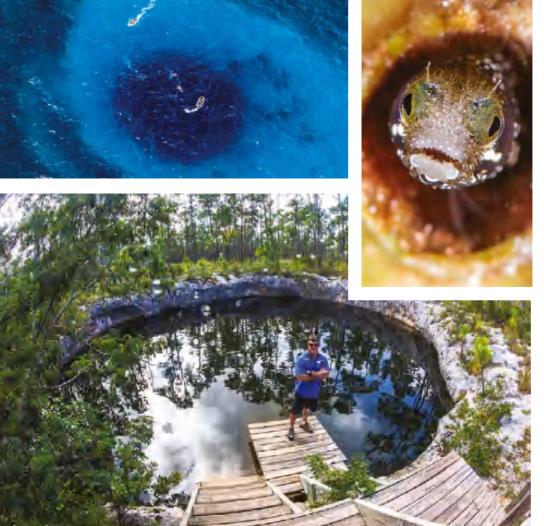
Unlike this one, many of the Bahamian blue holes are inland, hidden in pine forests and the thick tropical foliage found on the Abacos, Andros Island and elsewhere on the archipelago. Most of them look like small ponds and feature freshwater on top with heavier saltwater below, separated by

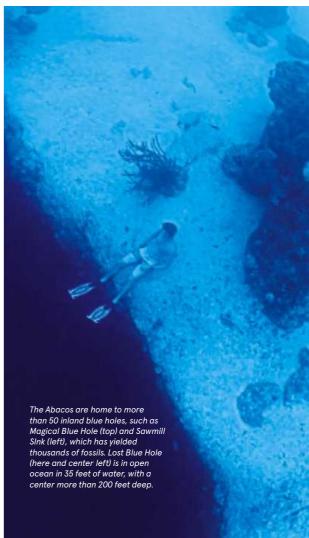
a transitional layer called a halocline.
Below the halocline the water is anoxic,
meaning it's completely devoid of oxygen.
Ocean and inland holes alike are often
gateways to huge stalactite-filled caverns and
passageways. Diving these holes can be dangerous
and often requires specialized training and

equipment. But that isn't the case with the popular Lost Blue Hole we are about to drop into, which is safe for the average certified diver. Flashlights in hand, we jumped off *Usher*'s stern and sank to the sharp edge of the









hole. In contrast to inland blue holes, ocean blue holes tend to be quiet environments lacking strong tidal currents that bring nutrients to hungry fish and reefs. But at certain times during the year, the pit becomes home to dozens of spinner, nurse and reef sharks. Divers have returned awestruck with stories of swimming through hordes of these harmless sharks. On this dive, however, they were absent. Instead, we encountered somnambulant fish that ignored our pokes and huge sleeping loggerhead turtles wedged into wide cracks in the wall. Several remoras had attached themselves to the backside of one turtle. The walls were largely bare of reef flora, and the black void around and below us was broken only by the waving flashlights of the other divers nearby.

A few weeks after this dive, I had the opportunity to visit a couple of inland blue holes on Great Abaco, which are among at least 50 documented holes in the Abacos. I arranged to dive with Nancy Albury, a cave diver and paleontologist with the National Museum of the Bahamas, and her colleague, veteran cave diver Brian Kakuk.

To scientists such as Albury, these deep geological pits are unique time capsules. They contain ancient clues as to how animal and plant life existed many millennia ago and what effects climate change and human activity have had on them. One such inland hole, Sawmill Sink on Great Abaco, has yielded thousands of bones of well-preserved fossils of extinct reptiles, mammals and birds, including several new species, helping scientists rewrite the story of the Bahamas' prehistoric past.

The first site we visited was Crossing Rocks Blue Hole, located in a large inland saltwater mangrove creek. The

hole itself was hidden under a ledge about 20 feet deep, and a strong, cool current spewed out of the entrance rising into a boiling cauldron at the pond's surface, evidence of powerful tidal forces pushing water up and down through it. This particular hole extends down about 100 feet and horizontally along five submarine passages, one almost 2,000 feet long. We snorkeled around the hole's entrance, which was camouflaged under a rocky ledge, and at times fought against waves spouting from under the ledge. Unlike the Lost Blue Hole, this inland blue hole harbors few large fish. It is typical of these environments to host only smaller marine life capable of handling the change in salinity that occurs when freshwater above mixes with saltwater below, such as cavefish, cave shrimp and remipedes.

The second hole was more remote. Bouncing in Kakuk's van along a barely recognizable trail through thick stands of bushes, we arrived at Magical Blue Hole, another vertical cave with large cavernous spokes extending out horizontally. Donning scuba gear, we descended 90 feet through algae-rich yellow-green water down into the black pit, where we swam among huge stalactites hanging from sloping walls. On the way, we passed through the halocline, and my vision briefly seemed to warp as if I was looking through a rippled window.

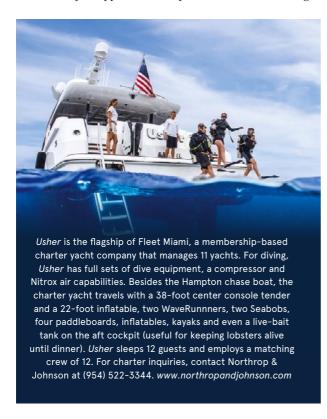
Kakuk motioned me over, and he pointed to a small, flat, sediment-covered spot, where a group of bones — which he later told me were at least a millennia old — lay in a small cluster, possibly the remnants of an owl's meal. We left the bones where they were and continued exploring around the circumference where sunlight from the orb of the entrance above gently pierced the gathering gloom of the deep.





It was on a similar dive in Sawmill Sink that Kakuk made his most startling find in 2005. On the bottom, about 50 feet down, he stirred some sediment and uncovered an almost perfect shell of a 2,500-year-old extinct species of tortoise. Since then, Sawmill Sink has yielded more than 5,000 fossils from 95 different species, including crocodiles, owls and extinct vertebrates. The well-preserved quality of the fossils — some still have DNA in them — is largely due to the anoxic quality of the water at that depth. Some of the plant debris found in the sediment is even green with the remains of chlorophyll.

Most of these fossils range from 1,000 to 4,200 years old, and how they disappeared has implications for future changes



in our climate. Albury and other paleontologists who have studied the fossils have concluded that as the climate became warmer and wetter over the past 10,000 to 15,000 years, 17 species of birds disappeared in the Bahamas. Another 22 species of reptiles, birds and mammals that survived those environmental changes disappeared when humans arrived 1,000 years ago.

Then there's the crocodile. More than 50 Cuban freshwater crocodiles have been uncovered in Sawmill Sink, but this species hasn't been seen in the Bahamas for thousands of years, although a few Cuban freshwater crocodiles still inhabit some swamps of Cuba itself. (Fossilized pieces of this species have been found in the Cayman Islands and the Dominican Republic, too, raising the question of how they managed to swim those great distances.) Albury also wondered how these crocs got to Abaco. It turns out this particular variety of crocodile was largely terrestrial and a real adventurer. Back in the last Ice Age, when the sea level was several hundred feet lower, the Bahamas consisted of two very large islands – the Little Bahama Bank (Great Abaco and Grand Bahama Island) and the Great Bahama Bank (Andros Island, Cat Island, the Exumas, New Providence and Eleuthera, among others).

The Cuban species must have swam the 12 miles then separating Cuba from the Great Bahama Bank, and then swam the 30-mile stretch between the Great and Little Bahama Banks north of New Providence. The swim probably took several days, and the result was the dispersal of the species throughout the region. The area was a benign habitat for the Cuban crocodiles, until humans came on the scene and hunted them to local extinction.

To the average diver, of course, the experience of plunging into these mysterious formations and seeing what's down there is the big attraction. The ocean holes are easier to access and dive into, but the inland holes, which require an experienced cave diver as a guide, may be more interesting. If you're really lucky, you might even come up with the remains of a prehistoric meal from many thousands of years ago. \square



Six of the best

150

Edited by Kara Murphy

Marine life encounters



Between June and November, tides and currents trap high concentrations of plankton in Hanifaru Bay Marine Protected Area in the Maldives' Baa Atoll. This attracts the planet's biggest fish (and plenty of manta rays). Swim in wonder, and don't forget your camera. dive-the-world.com/diving-sites-maldives.php



Belize's most popular snorkeling site is 1,280-acre Shark Ray Alley, part of the Hol Chan Marine Reserve, where you'll meet docile (but hungry!) nurse sharks, as well as turtles and stingrays. holchanbelize.org

MANTA RAYS

Up to 450 manta rays call Australia's Lady Elliot Island home, and the austral winter (June to August) is the best time to witness their surface feeding frenzies. At other times, dive near fish cleaning stations and watch the rays sail overhead. ladyelliot.com.au



From April to November, head to Juneau, Alaska, where you may observe groups of North Pacific humpback whales working together to capture their meal. In a ritual called "bubble-net feeding," they encircle a ball of krill or herring and surge upward from underneath it, surfacing with jaws full. traveljuneau.com

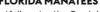
HUMPBACK WHALES



Slide into the clear, shallow waters of Honeymoon Harbor, an anchorage off the Bahamas' Gun Cay, and a stingray or two will soon be close, its eyes quietly asking, "Are you harboring a fishy treat?" uncommoncaribbean.com



Respectfully enter the Crystal River National Wildlife Refuge's warm, spring-fed waters and share an unforgettable moment with these adorable but endangered marine mammals that come here to survive the winter. fws.gov/refuge/crystal_river





YOUR GLOBAL GUIDE TO THE BEST SUPERYACHTS FOR SALE AND CHARTER THIS MONTH



MERIDIAN

LOA: 205' (62.50m) Beam: 37'4" (11.40m) Draft: 12'1" (3.70m) Shipyard: Icon Yachts

Year: 2013 Staterooms: 8

Price: EUR 57,500,000



GALACTICA

LOA: 164' (50m)
Beam: 30'7" (9.40m)
Draft: 8'7" (2.60m)
Shipyard: Heesen
Year: 2007 / 2014
Staterooms: 6
Price: EUR 21,000,000



360

LOA: 155'8" (47.50m)

Beam: 29'2" (8.90m)

Draft: 8'9" (2.70m)

Shipyard: ISA Yachts

Year: 2003 / 2013

Staterooms: 5

Price: EUR 11,900,000

MONACO

9 avenue d'Ostende MC 98000 Tel (+377) 97 705 200

USA

1535 SE 17th St, Suite 205 Ft Lauderdale, FL 33316 Tel (+1) 954 767 1035

MYSTIC

LOA: 151' (46m)
Beam: 29'5" (9m)
Draft: 8' (2.50m)
Shipyard: CMB Yachts

Year: 2010 Staterooms: 5

Price: EUR 11,750,000



CRACKER BAY

LOA: 146'3" (44.60m)
Beam: 28'9" (8.80m)
Draft: 9'2" (2.80m)
Shipyard: Hakvoort
Year: 2002 / 2015
Staterooms: 6

Price: USD 18,500,000

ALSO FOR CHARTER



RELENTLESS

LOA: 145' (44.20m) Beam: 27' (8.23m) Draft: 7' (2.13m) Shipyard: Trinity Year: 2001

Price: USD 11,900,000

Staterooms: 5







TUASEMPRE

LOA: 139'8" (42.60m)

Beam: 26'6" (8m)

Draft: 4'3" (2.10m)

Shipyard: AB Yachts

Year: 2007 Staterooms: 4

Price: EUR 6,500,000



ASPEN ALTERNATIVE

LOA: 120' (36.60m) Beam: 25' (7.60m) Draft: 6'5" (1.95m)

Shipyard: Sovereign Year: 2002 / 2014

Staterooms: 5

Price: USD 5,400,000



SILVERTIP

LOA: 110'1" (33.80m)

Beam: 23'4" (7.10m)

Draft: 14'2" (4.30m)

Shipyard: Yachting Developments

Year: 2001 / 2012 Staterooms: 3

Price: EUR 5,950,000

ALSO FOR CHARTER

MONACO

9 avenue d'Ostende MC 98000 Tel (+377) 97 705 200

USA

1535 SE 17th St, Suite 205 Ft Lauderdale, FL 33316 Tel (+1) 954 767 1035

SEA RETREAT

LOA: 96'6" (29.45m) Beam: 22' (6.70m) Draft: 6' (1.80m) Shipyard: Cheoy Lee Year: 2006 / 2015 Staterooms: 4

Price: USD 3.950.000



MUSTANG SALLY

LOA: 82' (25m)

Beam: 22'4" (6.80m)

Draft: 5'6" (1.70m)

Shipyard: Viking

Year: 2009

Staterooms: 6

Price: EUR 4,955,000



DOLCE VITA II

LOA: 79' (24m)
Beam: 19'9" (6m)
Draft: 4' (1.20m)
Shipyard: Leopard

Year: 2000 Staterooms: 3

Price: USD 1,549,000





The Superyacht Experts

MONACO I LONDON I PALMA I MALTA I TURKEY I MUMBAI I SYDNEY I SINGAPORE FORT LAUDERDALE I SAN DIEGO I SEATTLE I CASA DE CAMPO I PHUKET I MALAYSIA

SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW



SHERAKHAN 70M > 228FT > VUYK EN ZONEN > 1965/2014 > 25,950,000 EUR A luxurious interior décor and layout, along with incredible facilities create the ideal charter yacht for large families or corporate events. Features gym with Jacuzzi,

on-deck Jacuzzi and swimming pool and a wide array of toys. Accommodates 26 guests in 13 staterooms. ALEX.KRIK@FRASERYACHTS.COM+33 6 40 61 53 10 MONACO

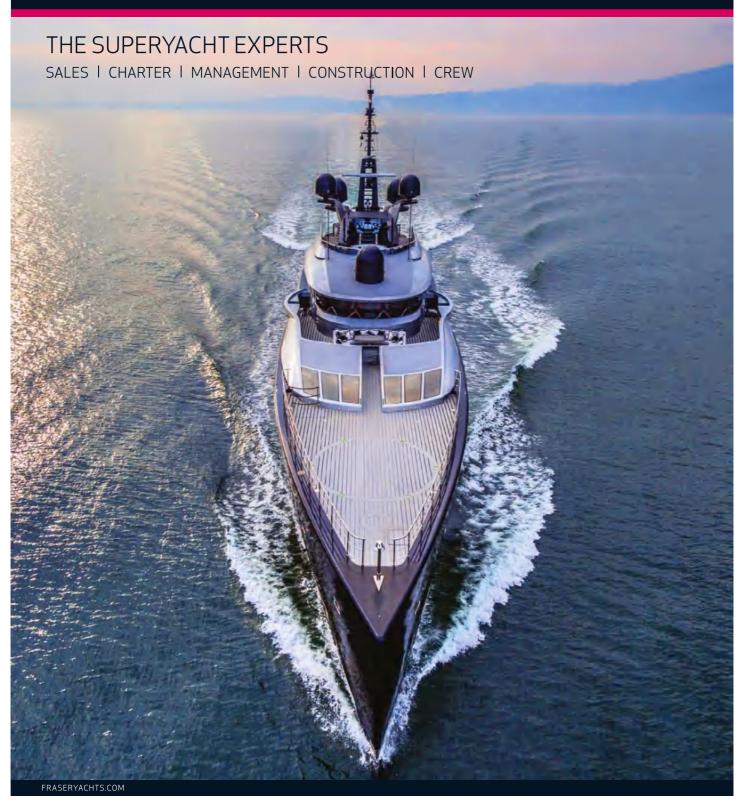


SOY AMOR 42M > 137FT > BENETTI > 2014 > 20,900,000 EUR

A brand new, recently delivered, highly customized Benetti Crystal. Light, open and modern interior with plenty of lounging areas. Features include a waterwall, fireplace,

beachclub and port side launching for the tender. Fantastic opportunity to purchase a beautiful yacht, available for immediate sale.
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ECLIPSE 43M > 141FT > FEADSHIP > 1993/2008 > 11,950,000 USD

There is no doubt that this is one of the finest yachts of her type available today. As well as her striking lines and stunning Terence Disdale interior she offers tremendous deck space

with large tenders not usually found on yachts of under 50m. ECLIPSE is a true ocean going Feadship of the highest pedigree. Inspection recommended. RICHARD.EARP@FRASERYACHTS.COM +377 93 100 450 MONACO



HELIOS 2 51M > 167FT > PALMER JOHNSON > 2002/2015 > 17,500,000 USD High pedigree yacht. Spacious layout, great outside spaces. Updated with no expense spared. Well maintained vessel, sole owner since new, motivated to sell STUART.LARSEN@FRASERYACHTS.COM +19544630600 FT. LAUDERDALE



ANASTASIA M 37M > 122FT > SANLORENZO > 2010 > 7.950.000 EUR ALEX.KRIK@FRASERYACHTS.COM+37793100450MONACO



TO-TOK 37M > 124FT > SANLORENZO > 2014 > 18,200,000 USD Practically brand new, spacious and light interior. 12 guests in 5 staterooms. 200 hours. FLAVIO.CONSTANTINO@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



SOL 37M > 122FT > RIVA > 2014 > 13,800,000 USD Highly appointed Italian décor, 6 guests in 3 staterooms. Sleek and fast, reaches 32 knots. FLAVIO.CONSTANTINO@FRASERYACHTS.COM+19544630600 FT. LAUDERDALE

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FRASERYACHTS.COM





SEVEN J'S 47M > 156FT > DELTA MARINE > 2008 > 19,900,000 USD

An extraordinary yacht with long range that was designed for extended cruising in all conditions. She has a wonderful interior designed by Tom String, exterior styling and

interior layout by Delta Marine. Built to perfection in all respects. Accommodations for up to 12 guests. An ultra-high quality yacht with magnificent spaces. JOSH.GULBRANSON@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



IMAGINE 65M > 216FT > AMELS > 2011 > 69,950,000 EUR
Exceptional accommodation, spacious decks offer great opportunities for relaxation.
DENNISF@FRASERYACHTS.COM +377 93 100 450 MONACO



MEDUSE 60M > 199FT > FEADSHIP > 1996/2011 > 25,000,000 USD Helicopter carrying Feadship. 6 staterooms, 2 full beam on deck. STUART.LARSEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



COCKTAILS 47M > 157FT > TRINITY > 2004/2012 > 22,000,000 USD

Refit 2012, sophisticated interior and exterior. 5 cabins, 12 guests. Immaculate condition.

JOSH.GULBRANSON@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



RIMA II 49M > 162FT > BENETTI > 1987/2014 > 9,800,000 EUR
Recently totally rebuilt - new beautiful spacious interior and exterior styling. 7 staterooms.
KEN.BURDEN@FRASERYACHTS.COM +377 93 100 450 MONACO

The Superyacht Experts

MONACO I LONDON I PALMA I MALTA I TURKEY I MUMBAI I SYDNEY I SINGAPORE FORT LAUDERDALE I SAN DIEGO I SEATTLE I CASA DE CAMPO I PHUKET I MALAYSIA

SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW





SUNSHINE 37M > 124FT > LLOYD'S SHIPS > 1986/2014 > 3,900,000 USD JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE TREVOR.CARROLL@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



RUBECCAN 43M > 141FT > CRN ANCONA > 2009 > 11,900,000 EUR
DAVIDE.SILVELLO@FRASERYACHTS.COM +34 971700 445 PALMA
THORSTEN.GIESBERT@FRASERYACHTS.COM +34 971700 445 PALMA



MYSTERY 34M > 112FT > NAUTOR'S SWAN > 2000/2015 > 4,900,000 USD
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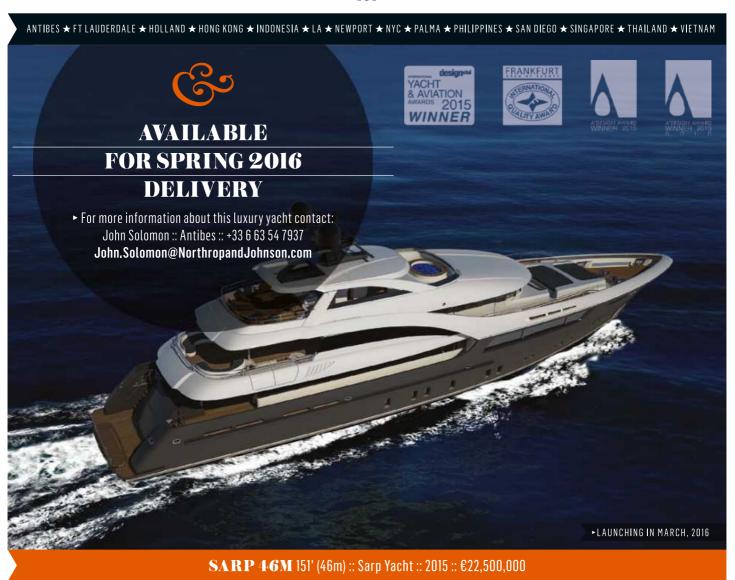
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GERMANIA NOVA 196' (59.8m) :: Marin Luxuryachts :: 2009/2011 :: €12,900,000 Michael Nethersole :: Fort Lauderdale :: +1 954 648 1250 :: Michael. Nethersole@NorthropandJohnson.com Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



GALLANT LADY 168' (51.2m) :: Feadship :: 2007 :: \$39,000,000



CHARISMA 153' (46.6m) :: Feadship :: 1985/2013 :: \$11,900,000 Michael Nethersole::Fort Lauderdale:: +1 954 648 1250::Michael.Nethersole@NorthropandJohnson.com



ONLY ONE 152' (46.3m) :: Baglietto :: 2015 :: €21,000,000 John Solomon :: Antibes :: +33 6 63 54 7937 :: John Solomon@NorthropandJohnson.com



ONENESS 150' (45.7m) :: Palmer Johnson :: 2009 :: \$19,500,000 Sean Doyle :: Fort Lauderdale :: +1 954 478 3380 :: Sean.Doyle@NorthropandJohnson.com



BIG ZIP 142' (43.3m) :: Trinity :: 2010 :: \$22,000,000 Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes. Sanford@NorthropandJohnson.com



APHRODITE A 140' (42.6m) :: Hoek/Vitters :: 1999 :: €7,900,000 Ann Avery :: Fort Lauderdale :: +1 954 326 7827 :: Ann. Avery@NorthropandJohnson.com

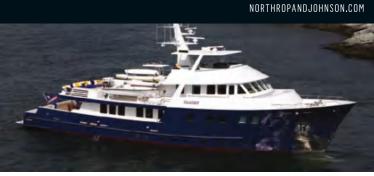


APHRODITE 130' (40m) :: Westport :: 2010 :: \$15,495,000 Kevin Merrigan:: Fort Lauderdale:: +1 954 647 5986:: Kevin Merrigan@NorthropandJohnson.com

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STAMPEDE 117' (36m):: Delta Marine:: 1990/2008:: \$9,500,000 Cromwell Littlejohn:: Fort Lauderdale:: +1 954 205 6166:: Crom.Littlejohn@NorthropandJohnson.com



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DARK SHADOW 100' (30.45m) :: Wally :: 2002.2012 :: €4,200,000 John Solomon :: Antibes :: +33 6 63 54 7937 :: John.Solomon@NorthropandJohnson.com



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MIMI 80' (24.4m):: Hatteras :: 2009/2015:: \$3,985,000 Philip Bell :: Fort Lauderdale :: +1 954 873 0171 :: Philip.Bell@NorthropandJohnson.com



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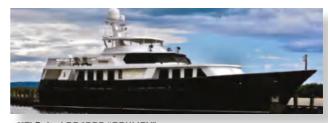




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CRESCENDO, 100' 2005/15 Hatteras MY - Low original hrs on 16V2000's, 5 S/Rs, new interior refit, all large yacht options! In Antigua. CA



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Federico "Fiddi" Angermeyer

Many of us fantasize about Federico Angermeyer's reality. His house sits on a couple of waterfront acres in a lagoon strewn with mango trees in the Galapagos, the dock reaching out into an estuary. Lava lizards are everywhere, and blue-footed boobies nest on the paths that lead through this national park. Fiddi, as he's better known, was raised in the Galapagos but left the islands when he was 14 years old to study in the U.S. to become a scientist. The islands lured him back in 1974, and he later started his tour business. He's the go-to man for everything you want to know about the Galapagos.



Profession: Tour business in the Galapagos, Angermeyer Cruises

I've owned at least a dozen boats in my life but my favorite was Mandalay. She was originally a private yacht owned by financier E.F. Hutton and built in the 1920s. I was hoping to restore her; ultimately, she went on to become a research vessel for Columbia University.

My current yachts are the 216-foot barquentine *Mary Anne*, which is a tall ship and the 159-foot motor yacht *Passion*.

My first boat was a boat that my father built, a little 13-footer that sits on shore as a memory. My father and his brothers were among the first settlers in the Galapagos and I still have that boat.

My favorite port is Antigua. Falmouth and English Harbour are great, but most of my sailing has been in the Galapagos. The Bahamas and the Caribbean are my favorite cruising grounds, but I would like to spend more time exploring Panama with its hidden beaches. Coiba National Park is great.

Living in the Galapagos is similar to any island you live on, everything needs to be brought in. But living in a national park is another challenge — you have to be environmentally friendly with everything you do. I guess we take the abundant wildlife for granted, but there are not that many different species. We have iguanas that dive and swim, and we also have penguins. Like any island, after a month or two it's time to get away.

One of my most memorable experiences is getting into the water with pilot whales. It's frightening at first; they are so powerful with big teeth and big eyes. They definitely make eye contact with you, something you'll never forget. They are so big, they just glide along slowly beside you, unlike dolphins, which are fast-moving.

I've had close calls with creatures in the deep, like hammerheads trying to eat me. I was asking for it, diving in foamy water. I thought they were sea lions until I drifted out to clear water. Fortunately, the tender circled around me and scared them away. Needless to say, I did get out of the water.

A charity I support is a school on the island. We work closely with the Charles Darwin Research Station, assisting them with the national park and research trips.

Marine biologist Sylvia Earle is **the person who's made a lasting impression on me**. When I went to school in the U.S., I lived with her and her then-husband, Giles. He was director of the Museum of Natural History in Los Angeles and was able to get me into the University of Southern California without the benefit of a high school diploma to study to be a scientist. She really instilled in me a respect for marine life.

My favorite pastime is fixing up boats and getting them running. Once finished, exactly the way I want, I then start looking for the next project.

The last book I read was *The Fifth Horseman*, by Larry Collins and Dominique LaPierre, which is about nuclear threats.

My drink of choice is white wine, usually Pinot Grigio.

My personal credo is no matter what you do, you have to do it with passion. That's why I named my boat *Passion*. Because if I didn't have passion I would never have accomplished it. That boat was quite a complicated purchase.

Here's an insider tip: The best diving is in the Darwin and Wolf islands, two tiny islands in the northwest archipelago, but you have to go with a dive boat.



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